monthly report

February 11, 1963

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NEW JERSEY STATE HIGHWAY DEPARTMENT

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ROUTE 29 FREEWAY

In developing the alignment and design of the Route 29 Freeway from the Scudder Falls Bridge south along the Delaware River, replacing the John Fitch Way in the area south of the State House, it became apparent that it would be necessary to take a large section of Stacy Park in order to serve new State House buildings adequately and at the same time provide good through traffic service. To a large extent, this fitted in well with the plans of the State Capitol Development Commission, making it possible to provide more parking facilities in the rear of the State House and to locate a Planetarium in an area which is now occupied by the existing highway. The City of Trenton, however, felt a natural apprehension over the loss of so much park land, particularly since it was felt that a comparatively narrow strip left by the new freeway at the river's edge would be of little value to the City. This feeling created a number of questions with respect to whether any other alignment was possible which might do less damage to the park.

Over a period of several months, numerous conferences have been held with Mayor Holland and other City and County officials. After their questions regarding the alignment and design of the freeway were satisfied, it became a problem of how the City might secure compensation for the park sufficient to permit acquisition of new park land in some other area.

ROUTE 29 FREEWAY, cont'd.

The question was particularly difficult since the City does not possess, in the opinion of our Legal Division, clear title to this land, most of it having been given to the City with reversionary rights of the original owners or their heirs.

In order to avoid further delay, as nearly as possible satisfy the City's needs and avoid having the State incur unwarranted expense, it is felt that the Highway Department will acquire all of the park land needed for both the freeway and the expansion of the State Capitol complex including the strip of park land between the freeway and the river, as it appears the Capitol Development Commission may have use for this, particularly if pedestrian access is provided. All of this is in keeping with the concept that the freeway should not "cut off" the State Capitol away from the river. If the Highway Department purchases all the land, it will then dispose of that part which is not needed for the freeway to the State Capitol Development Commission.

Acquiring the property by amicable condemnation may develop as the most feasible method to assure a fair price and avoid any legal tangle over the right of the City to receive the money since it is believed it could obtain quick claims from the heirs of the original owners. Appraisals to this end are being undertaken by both parties. On the other hand, if the City provides the necessary documents to hold the State free of obligations as to "reversionary rights" it

ROUTE 29 FREEWAY, cont'd.

may be possible to acquire the property with certain other inclusions on a negotiated basis.

ADVISORY RELOCATION ASSISTANCE

A Statewide Citizens Committee was appointed January 23 by the Commissioner to assist with formulation of Operating Procedures for the Advisory Relocation Assistance Program. Representatives of Statewide organizations active in the fields of real estate, housing, home financing and homebuilding volunteered their services at a meeting in Newark. The basic pattern of this advisory service has been established so that families displaced through highway construction may receive expert counseling from those local agencies best qualified from the standpoint of local knowledge. Members of the Citizens Committee are: Mr. Edmund J. Sauer, Jr., Vice President, Savings Banks Association of New Jersey; Mr. Lewis R. Barba, First Vice President, New Jersey Home Builders Association; Mr. Warren Hill, Executive Vice President, New Jersey Savings & Loan League; Mr. Charles A. Eaton, President, New Jersey State Chamber of Commerce, Mr. John Rogge, President, New Jersey Association of Real Estate

ADVISORY RELOCATION ASSISTANCE, cont'd.

Boards; Mr. Frank Schlesinger, President, New Jersey Chapter, Society of Industrial Realtors; Mr. J. Carroll Dolan, President, New Jersey Chapter #1, The Institute of Real Estate Management; Mr. Joseph G. Mark, President, New Jersey Bankers Association; and Mr. Robert G. Guempel, President, Mortgage Bankers Association of New Jersey.

RELOCATION PAYMENTS

During this month Legislation enabling the Highway Department to provide financial assistance to persons and businesses displaced by highway construction was approved. In accordance with Federal law, the Highway Department is now authorized to pay up to $200 to every single person or family required to move because of highway construction, and up to $3000 in the case of business firms and non-profit organizations. Procedures for administering this program have been worked out carefully with the Bureau of Public Roads and tentatively approved by it.

In general, the Department will provide this financial assistance upon receiving a receipted mover's bill from a person, family, or business previously identified as eligible.

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ROUTE 440 OUTERBRIDGE CONNECTOR

Due to newspaper publicity regarding the conference with local officials on alignment of the proposed new freeway through Perth Amboy, various segments of the population again became aroused for fear they would be displaced. Among opponents of the State Highway Department's recommended line was the Perth Amboy City Engineer, Louis P. Booz, who insisted that a proposal he advanced some years ago would provide better service at substantially the same cost while requiring the acquisition of fewer homes. Accordingly, at the request of former Atty. General David T. Wilentz, the so-called "Booz line" was again evaluated. In essence, this line would follow existing Route 440 to the vicinity of the Garden State Parkway and then curve south using Parkway land to the vicinity of Smith Street, and then curve west to the Turnpike.

It soon became apparent that, due to changed conditions, it would be impossible to use the Parkway property, since this would render it impossible for the New Jersey Highway Authority to expand their route in that location to handle greatly increased traffic. This being the case, it would be necessary to go west of the Parkway to utilize land in Woodbridge Township, thereby greatly increasing the damage to that municipality.

ROUTE 440 OUTERBRIDGE CONNECTOR, cont'd.

After another meeting with Mr. Wilentz and associates, it was agreed to determine whether some further modifications of the State's line might be possible in order to minimize the damage in the Hopelawn area.

ROUTE 78

Route 78 is one of the major routes of New Jersey's Interstate System, running all the way from the Holland Tunnel to the Delaware River near Phillipsburg. This traffic corridor across the northern half of the State has long been recognized as a principal transportation artery. The present U.S. Route 22 was designated an "Interstate" route as far back as 1947, when the present "National System of Interstate and Defense Highways" was evolving. For this reason, it was possible to put certain rural sections of Route 78, where existing traffic conditions were considered to be somewhat hazardous, under construction soon after the 90-10 Federal Aid program was authorized and these new sections of highway are now open to traffic in Hunterdon and Warren Counties.

ROUTE 78, cont'd.

It has always been desirable from a planning standpoint to concentrate our construction efforts in the areas of greatest need. As far as Route 78 is concerned, this means building the section from Port Newark, where it joins the Hudson Bay Extension of the New Jersey Turnpike, westward through Essex and Union Counties. Up until now at least, it has seemed apparent that it would be a comparatively easy matter than to link the eastern and western segments of this highway by building through the rural areas of Somerset and Hunterdon Counties.

This well conceived plan has been seriously compromised by the failure to achieve agreement on alignment of the route through Newark. Some construction can go forward in Union County, in the vicinity of Springfield, and right of way acquisition is already proceeding. Unless a firm determination can be reached with respect to the Newark alignment, the Highway Department will be faced with the necessity of deciding whether or not to abandon its former timetable and go ahead with construction from Springfield west in order to avoid delay in the utilization of Federal Aid funds which would bring with it well merited criticism. The public hearing on this Newark section was held years ago. The Federal Bureau of Roads approved the alignment a year or more ago. However, campaign promises by Newark officials continue to delay finalization of this route.

ROUTE 78, cont'd.

The alignment through Newark has been a matter of concentrated study for a considerable period of years. A number of alternate routes were considered even before a public hearing was held in July 1960. At this time, three alternates were considered but they all involved a common alignment from Shaw Avenue in Newark east to the Turnpike. The alternate choices considered only involved the question of where the line would be located with respect to Irvington and Hillside, since the area of Newark involved in the alternates was extremely small, Shaw Avenue being close to the western municipal boundary. The southerly alternate avoiding Irvington almost entirely was recommended to the Bureau of Public Roads and approved.

The proposed course of the highway through Newark was made public about a year before the hearing and the City was given ample opportunity to present any facts which should be taken into account. At about that time, the former City administration suggested an alignment located much farther north which was known as the "Carlin" line or the "Buttonhook" alignment. This line was discarded after it was shown that the cost would be from $30 million higher than the route proposed by the Highway Department.

ROUTE 78, cont'd.

At the time of the hearing it was estimated that it would cost close to $100 million in construction and right of way to build the 7½ mile section from the Springfield-Union municipal line to Newark Airport. Following the hearing extensive protests were heard from the public representatives of the so-called Weequahic Park area although only those living some distance from the Park itself would be affected. As a result, and in an effort to demonstrate good faith, the Department considered lines passing along the present Route 22 alignment and a variety of lines passing along the southern border of the Park and curving up through Hillside.

It was apparent that all of these involved substantially great cost without providing any added benefit in road user service. Furthermore, the damage to Hillside would have been considerable. Nevertheless, political protests by Washington representatives were felt and the U.S. Bureau of Public Roads withdrew its approval of the State's recommended line in 1961. A team of experts from the Bureau then evaluated the Highway Department's studies with the result that late in 1961 the Federal approval of the recommended line was approved.

The controversy moved into the local political arena and became an item in the 1961 municipal election. After the election the new administration requested a restudy of the alignment involving

ROUTE 78, cont'd.

proposed lines running between U.S. Routes 1 & 9 and Newark Airport or running across the Airport area to a connection with the Turnpike in the vicinity of Port Elizabeth. A group of residents of the Weequahic Park area also suggested a line following the railroad into Hillside and then curving sharply to the north. At a meeting with the Governor and local officials in the State Senate Chamber May 21, 1962, it was agreed that the Highway Department would evaluate all the suggested alternate routes.

The information developed in this study was presented at a meeting with the Governor and Newark City officials this month. It indicated that none of the southerly alignments was feasible from an economic point of view. This information was unsatisfactory to the City and it returned to the extreme northerly alignment discussed sometime before the public hearing nearly three years ago. The proposition was advanced that by combining the Highway Department's plans with the urban redevelopment programs instituted by the City, there would be a saving in cost to the Federal Government as well as displacement of fewer homes. The Highway Commissioner agreed to consider whatever information the City could provide on this question and we are presently awaiting the receipt of such data.

ATLANTIC CITY EXPRESSWAY

Sale of bonds to finance construction of the Atlantic City Expressway was announced January 23, and at the same time the Expressway Authority announced that it expected to start construction this summer. The State Highway Department handled the preliminary alignment and feasibility studies as a toll road, persuant to legislation, it being agreed that the Department would be reimbursed for the cost of this work.

ROUTE 278

With completion of the Narrows Bridge between Brooklyn and Staten Island by the end of December, 1965, the need for improving the connections between New Jersey and Staten Island, at the Goethals Bridge as well as the Outerbridge Crossing, which the Department had long since stressed, has become an early necessity. Interstate Route 278 will accomplish this purpose at the Goethals Bridge. Studies have been under way for some time in cooperation with the Port of New York Authority and the New Jersey Turnpike Authority with respect to the best means of making this connection. A meeting was held with these agencies and with officials in the City of Elizabeth to discuss the plans which have been developed for construction from the Goethals Bridge over to Route U.S. 1. It is obvious that an interchange of some size will be required.

ROUTE 278, cont'd.

As a result of the meeting, it appeared that satisfactory arrangements could be reached with the City of Elizabeth but it was felt that officials of Linden should also be consulted before any public hearing was conducted. Such a meeting has been arranged for the near future.

ASSOCIATED GENERAL CONTRACTORS

The State Highway Commissioner and members of his staff met again this month with the trustees of the Associated General Contractors to discuss mutual problems. A topic of primary interest to the contractors was the Department's responsibility regarding mass transit, and they were given a full and apparently satisfactory explanation of the philosophy behind the Department's recommendations for capital improvements in railroad service. There also was a full discussion of our working relationships with individual contractors and arrangements were made for continuing staff conferences in an effort to expedite road and bridge construction projects.

SOUTH JERSEY TRANSIT

After many months of exhaustive study, the Highway Department's recommendations regarding the Philadelphia-Kirkwood rapid transit line and alignment of the North-South Freeway (Interstate Route 80S) were announced by the Governor.

SOUTH JERSEY TRANSIT, cont'd.

The principal features of the Department's recommendations included removal of the so-called "Chinese Wall" embankment in front of City Hall in Camden, rerouting of freight service to the riverfront industries of Camden, provision for an industrial route serving the riverfront area, and realignment of the freeway alongside an existing railroad embankment to avoid putting another physical barrier, either depressed or elevated, through the City's business district. This program was made possible only through extensive negotiations with the Delaware River Port Authority, the Pennsylvania Railroad, and the U.S. Bureau of Public Roads as well as consultations with municipal officials of both Philadelphia and Camden and representatives of the Greater Camden Movement. In toto it provides an excellent example of coordinated planning. At this time the program proposed by the Highway Department appears to have well satisfied all parties interested.

ROUTE 38

The Highway Department received bids January 24 on widening, resurfacing and construction of barrier curb along 2.4 miles of Route 38 in Pennsauken and Cherry Hill Townships, Camden County.

ROUTE 38, cont'd.

When the bids were opened, the Deputy Attorney General in charge of the legal formalities determined that the offer of one contractor exceeded the amount he was recorded as pre-qualified to bid. This offer, accordingly, was returned without being read.

The contractor, Southern Construction Company, promptly notified the Department that he felt an error had been made and that the job should have been awarded to him since his offer, if accepted, would have been the lowest.

Upon investigation, it was found that certain documents filed by this contractor having to do with the release of claims against him had not been processed through to the pre-qualification office, and that, in reality, only this technicality prevented his bid from being received.

Since there was a substantial difference between his offer and the lowest of the bids formally received by the Department (in excess of $120,000), the Commissioner was advised that it was within his discretion in the public interest to reject all bids and re-advertise the contract.

ROUTE 38, cont'd.

When this was done, the apparent low bidder at the time, Union Paving Company of Pennsylvania, promptly entered a vigorous protest. Despite varied efforts in his behalf, however, the Commissioner's decision remained unaltered and the job was re-advertised for bids February 28. The Department was advised that Union Paving intended to take the matter to court.

CONSTRUCTION

At the end of January there were 48 construction contracts under way with a total original value of $123 million.

MEETINGS

In addition to routine conferences the following meetings were held during the past month:

Jan. 9 - Meeting with Senator Dumont regarding disposition of Herrick funds in Warren County.

Jan. 10 - Meeting with Legal Counsel regarding proposed Tri-State Transportation Committee Compact.

Meeting with representatives of the trucking industry regarding legislation on new truck widths.

Jan. 11 - Meeting of Committee on Economy and Efficiency in Government.

Jan. 14 - Meeting at Newark with leaders of statewide associations of real estate boards, home finance agencies, home builders and mortgage bankers regarding Advisory Relocation Assistance for displaced persons.

Jan. 15 - Meeting with Mayor Holland of Trenton regarding alignment of the Route 29 Freeway.

Jan. 16 - Meeting with Senator Grossi regarding Highway matters in Passaic County.

MEETINGS, contd.

Jan. 16 - Meeting in Governor's office regarding the Cape May-Lewes Ferry.

Jan. 17 - Meeting in the Governor's office with Mayor Addonizio and other Newark officials regarding alignment of Route 78.

Meeting with the Delaware River Joint Toll Bridge Commission regarding ramps from their bridges.

Jan. 23 - Meeting in Governor's office on the Atlantic City Expressway.

Meeting in Governor's office on the Pennsylvania-New Jersey Central Railroad merger.

Jan. 25 - Meeting in Camden with leaders of the Greater Camden Movement to discuss the South Jersey Rapid Transit Program.

Jan. 28 - Meeting with the General Counsel of the Associated Railroads of New Jersey.

Meeting with the Associated General Contractors of New Jersey to discuss mutual problems.

MEETINGS, contd.

Jan. 30 - Meeting with former Attorney General Wilentz to discuss Route 18.

Feb. 4 - Meeting with Mayor Bercik of Elizabeth and officials of the New Jersey Turnpike Authority and Port of New York Authority to discuss connections from the Goethals Bridge.

Feb. 5 - Meeting with Senator Haines and local officials to discuss construction of Route 295 in Burlington County.

Meeting with engineering consultants on Route 78 and 95.

Meeting with Bureau of Public Roads, officials of the Pennsylvania Railroad and officials of the Delaware River Port Authority to discuss the South Jersey Rapid Transit Program.

Feb. 6 - Meeting at Wilmington, Delaware, with Governor Hughes to discuss organization of Delaware River and Bay Authority.

Meeting in Governor's office regarding Hudson County Public Market.

MEETINGS, contd.

Feb. 7 - Cabinet breakfast with Governor in Trenton.

Meetings in Pennsylvania and Camden with Mayors Tate and Pierce regarding South Jersey Rapid Transit Program.

Feb. 8 - Executive Committee meeting of the Tri-State Transportation Committee.

Meeting with Commissioner Moses at New York World's Fair site.

Feb. 11 - Meeting with President Goheen of Princeton University regarding Route 92.

Meeting with officials of Pennsylvania and Reading Railroad re schedules.

Press conference in Governor's office releasing plan for South Jersey Rapid Transit Program.

Annual Freeholders' dinner.

BIDS RECEIVED

Jan. 10 -	E. Landis Avenue Culverts Vineland, Cumberland County. A. H. Lupton, Jr., Inc., Bridgeton	$39,835.95
Jan. 17 -	Hook Road Lower Penns Neck Township Salem County. A. H. Lupton, Jr., Inc., Lumberton	100,916.90
Jan. 17 -	Pointers-Auburn Road Mannington Township, Salem County A. H. Lupton, Jr., Inc., Lumberton	74,221.35
Jan. 17 -	Route 18 Dualization and Turnarounds E. Brunswick and Madison Townships Middlesex County. Jannarone Engineering Co., Matawan	1,023,414.30
Jan. 22 -	Interstate Route 80 Grading, Paving, Bridge and Walls Paterson, E. Paterson & Saddle Brook Twp. Passaic and Bergen counties. Ell-Dorer Contracting Co., Irvington and P.T.L. Construction Co., Paramus	6,528,799.91
Jan. 24 -	Route 38 Widening, Resurfacing and Barrier Curb Pennsauken and Cherry Hill Townships Camden County. Union Paving Co., Wynnewood, Penna.	3,793,242.61
Jan. 24 -	Route 36 Widening, Resurfacing, Barrier Curb and Bridges Keyport, Union Beach, Keansburg, Township of Raritan, Monmouth County. Michael J. Stavola, Inc., Red Bank	2,631,138.70

BIDS RECEIVED, contd.

Jan. 30	-	South Orange Avenue Reconstruction Township of Livingston, Essex County. Dosch-King, Inc., Whippany	$295,895.49
Jan. 31	-	Route 15 Dualization and Bridge over Rockaway River Townships of Rockaway and Jefferson Morris County. Samuel Braen's Sons, Hawthorne	1,678,337.36
Feb. 7	-	Route 3 Underpass Widening at N.J. Turnpike Secaucus, Hudson County. Poirier & McLane Corp., New York City	877,754.40
Feb. 7	-	Route 35 Intersection Revisions and Ramp connection Seaside Heights & Dover Township Ocean County. Central Construction Co., Clark	43,387.95
Feb. 7	-	Interstate Route 95 Highway Lighting System Fort Lee, Bergen County. Lightning Electric Service Co., Newark	429,321.25
Feb. 7	-	Route 129 - Highway Lighting Township of Ewing Mercer County. Anco Contractors, Langhorne, Penna.	30,450.00
Feb. 7	-	Route 3 Grading, Paving, Resurfacing and Bridges E. Rutherford, Bergen County. Franklin Contracting Co., Little Falls	4,079,083.20
		Total Bids Received -	$ 21,625,799.37

CONTRACTS AWARDED

Jan. 14	-	Interstate Route 95 Structures Teaneck Township and Leonia Bergen County. Public Constructors, Inc., Blackwood	$ 2,111,189.80
Jan. 15	-	E. Landis Avenue Culverts Vineland, Cumberland County. A. H. Lupton, Jr., Inc., Bridgeton	39,835.95
Jan. 17	-	Route 29 Freeway Grading, Drainage and Paving Calhoun Street to S. Willow Street Trenton, Mercer County. Bancheri Construction Co., Hammonton	578,700.30
Jan. 31	-	Hook Road Lower Penns Neck Township Salem County. A.H. Lupton, Jr., Inc., Bridgeton	100,916.90
Jan. 31	-	Pointers-Auburn Road Mannington Township, Salem County. A. H. Lupton, Jr., Inc., Bridgeton	74,221.35
Feb. 8	-	Route 18 Dualization and Turnarounds Townships of E. Brunswick and Madison Middlesex County. Jannarone Engineering Co., Matawan	1,023,414.30
		Total Contracts Awarded -	$ 3,928,278.60

BIDS TO BE RECEIVED

Feb. 14 - Somerset Street Construction
Intersection of Watchung Avenue and
Somerset Street to Watchung Rotary
Watchung, Somerset County.

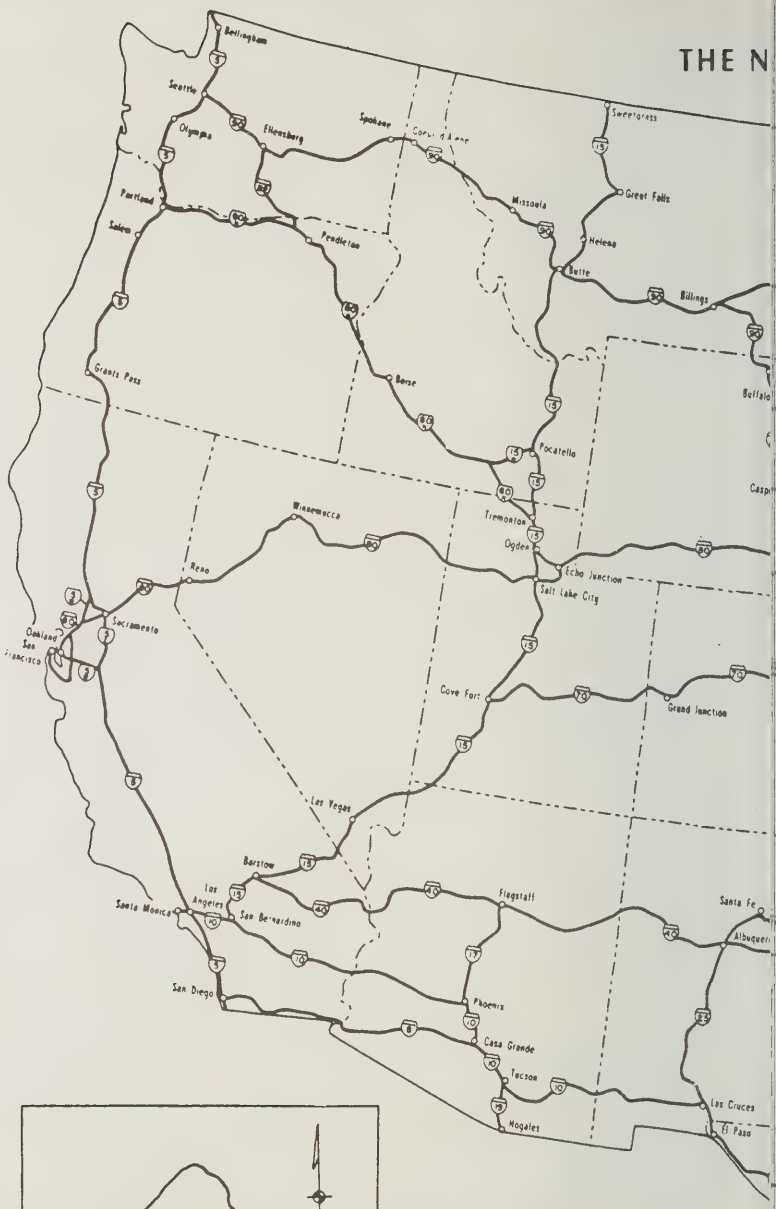
Feb. 28 - Route 38
Widening, Resurfacing, Barrier Curb
and interchanges
Pennsauken Township and Cherry Hill
Camden County.

Feb. 28 - Interstate Route 280 - Demolition
South Center Street, Orange, and
Valley Road, West Orange
Essex County.

Feb. 28 - Route 4 Parkway
Chain Link Fence
Union Township, Union County.

Highway Commissioner Dwight R. G. Palmer displays Atlantic City Expressway Authority check for $410,000 in payment of engineering services at meeting in Governor Hughes' office.

THE INTERSTATE SYSTEM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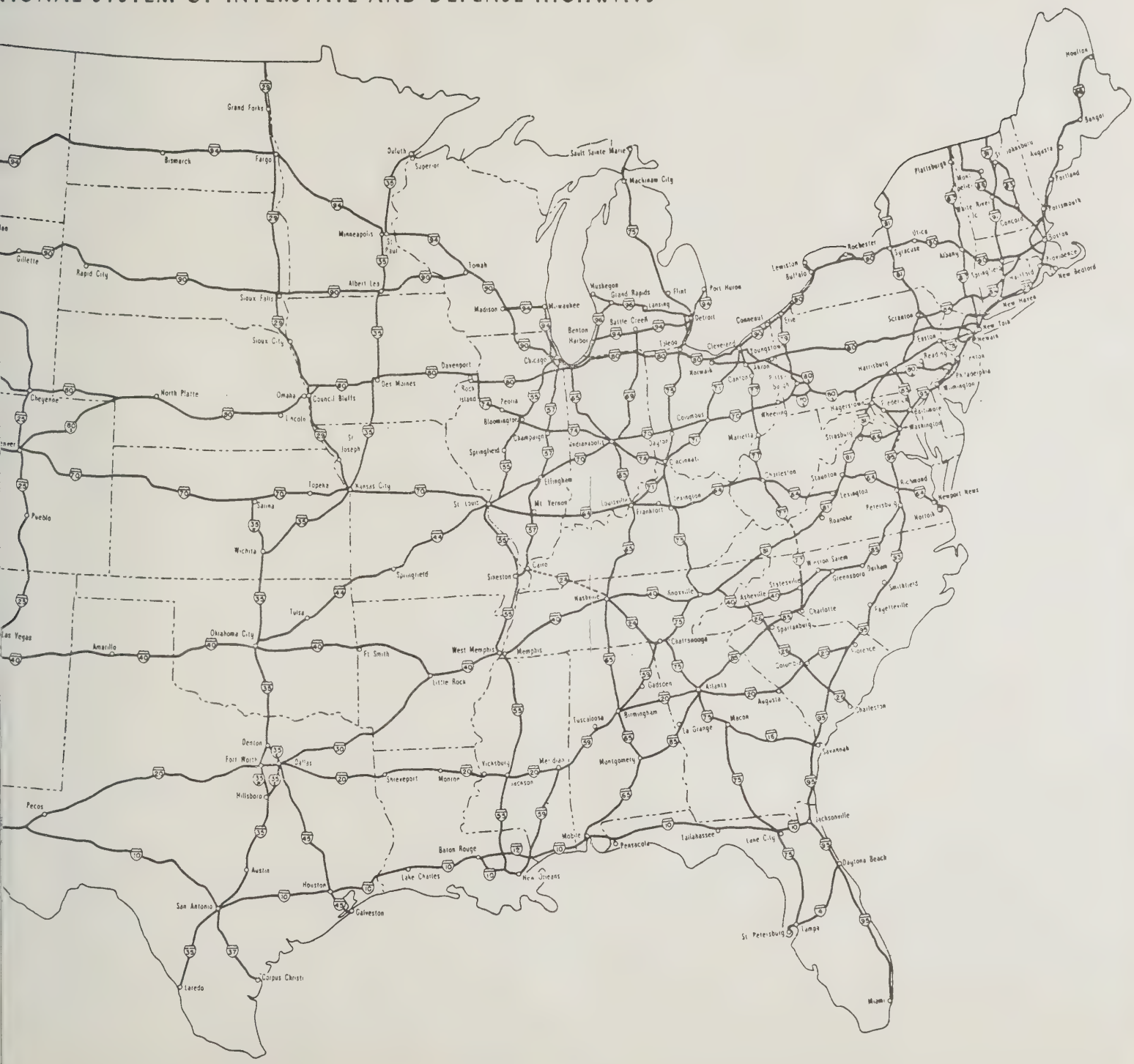
TIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS



THE INTERSTATE HIGHWAY SYSTEM

The Federal Government, through the Bureau of Public Roads, U.S. Department of Commerce, and the States are engaged in the biggest peacetime public works program ever undertaken in world history—construction of the National System of Interstate and Defense Highways. Crisscrossing the nation with 41,000 miles of expressways, this Interstate System will connect 90 percent of all cities of over 50,000 population. Most of the routes will be 4-lane divided highways, growing to 6 and 8 lanes in and near metropolitan areas. Where 2-lane roads are built, in sparsely settled areas, provision will be made for expansion to a 4-lane divided highway when traffic warrants.

Access will be controlled throughout the entire system, with entry only at carefully selected locations. Traffic interchanges, overpasses, and underpasses will eliminate all grade crossings, both highway and railroad. It will be possible to drive coast to coast without encountering a traffic light or a stop sign. There will be no commercial facilities with direct entrance to an Interstate route, but signs will alert the motorist when he approaches connecting roads leading to gas stations, restaurants, and motels.

The Interstate System, although it constitutes only little more than 1 percent of the nation's total road and street mileage, will carry 20 percent of all traffic. Design and construction are being planned to provide roadways that will adequately handle the traffic volumes of 1975, when more than 100 million motor vehicles are anticipated (as compared with 67 million in 1957).

Studies of existing freeways show that their cost is balanced out by savings in vehicle operating expenses in less than 10 years time.

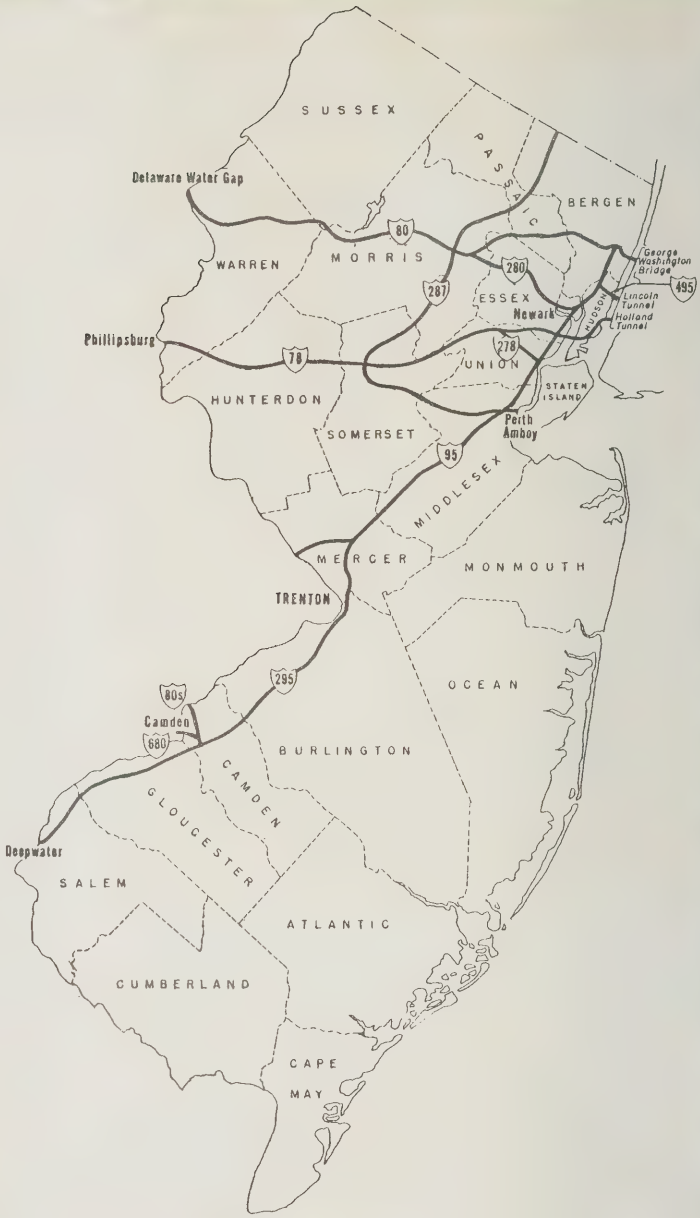
The safety factor alone is sufficient reason for building the Interstate System, for one of its benefits will be a saving of 4,000 lives a year. Accident rates on freeways are one-third of those on other roads with comparable traffic.

A wide range of economic benefits will result as by-products of the Interstate System construction. There will be many more jobs in road building, and great increases in supporting industries such as steel, aggregates, cement, bituminous materials, and construction equipment and machines. All of this will have its effect in terms of payrolls and purchasing power.

Of even longer range in economic benefit will be the developments along the Interstate routes. Existing freeways tell an inspiring story of economic growth, both industrial and residential. Since an essential feature of the System is the control of access, the factories and homes which will spring up will feed their traffic into the main stream only at interchanges, without creating slow-downs, congestion, or interference. About 70 percent of the Interstate System will be built entirely on new location, thus creating countless opportunities for business.

The advantages that the Interstate System will have for long-range travel—truck, bus, and passenger car—are obvious. Vacation and business travel will take much less time, and with greater comfort and less strain. Deliveries will be faster; truck operation more productive. The routes will be important parts of the production, assembly, and distribution lines of business and industry.

(Continued)



INTERSTATE ROUTES IN NEW JERSEY

		Miles
Rt. 80:	Rt. 95 in Teaneck to Delaware Water Gap	68.3
Rt. 95:	George Washington Bridge to Trenton	70.6
Rt. 78:	The Holland Tunnel to Phillipsburg	66.2
Rt. 280:	Interstate 95 (Turnpike) near Secaucus to Rt. 80 in the Parsippany-Troy Hills area	17.3
Rt. 287:	Woodbridge to Suffern, New York	65.8
Rt. 295:	The Delaware Memorial Bridge to Trenton	67.5
Rt. 80S:	Rt. 295 to the Ben Franklin Bridge	6.6
Rt. 278:	Goethals Bridge to Springfield	8.9
Rt. 495:	Lincoln Tunnel to Route 95	3.6
Rt. 680:	N.J. half of Walt Whitman Br. approaches	1.1
	TOTAL	375.9

But the System will have vast advantages for the cities, too. These broad arteries will go into and through our large cities, helping to wipe out today's traffic jams, speeding commuters and shoppers from the suburbs. Bypasses will take through traffic around large cities, separating it from traffic headed downtown. The System routes will bypass smaller cities and towns, providing access to them but taking through traffic off the congested business streets and thereby freeing them for local traffic of a more profitable nature.

The Interstate System will have far-reaching effects on our whole road and street system. A large proportion of them will feed traffic into these great trunk roads. And, capably handling the concentrated streams of traffic, the System routes will do much to relieve congestion on parallel roads and streets.

A recent exhaustive study indicated that the total cost of the Interstate System will be about $40 billion, or $10 billion more than originally contemplated. The program is revolutionary and the problems faced are tremendous: Future traffic needs must be estimated and detailed locations must be selected to best serve them; the ideas of cities, counties, and planning agencies must be evaluated and reconciled; surveys must be made, and plans drawn; complicated interchanges and bridges must be designed; the rights-of-way and access control must be acquired—all of these before a shovelful of dirt is moved.

Every modern technique known—including use of the electronic "brain"—is being used to speed the job. Wherever possible, the points of critical congestion are being attacked first. The program is gathering speed as it moves forward, and is progressing on schedule.

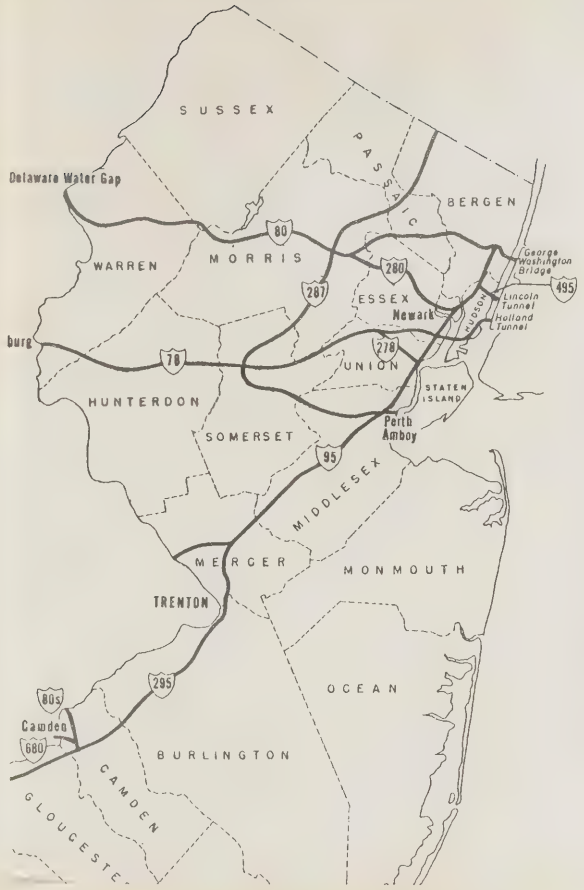
The Interstate System will give new freedom and new speed and safety to the movement of people and goods. It will stimulate business growth that staggers the imagination, and will enrich the lives of every family in these United States.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Avenue — Trenton 25, New Jersey

THE INTERSTAT



BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
ROUTE 92
PRINCETON BY-PASS

Trenton, Feb. 11 - At the request of Governor Richard J. Hughes, Highway Commissioner Dwight R. G. Palmer; Assemblyman Charles E. Farrington and Joseph R. Cunningham, Director, Division of Roads of the Highway Department, today conferred with President Robert F. Goheen of Princeton University; Mr. R. A. Mestres, Financial Vice President and Treasurer; and Mr. Edgar M. Gemmell, Administrative Vice President to discuss the Highway Department's plans for Route 92.

Commissioner Palmer explained that the Department was appreciative of the importance of getting the Princeton By-pass underway at the earliest possible date. He said the Department has received varying proposals from the affected municipalities, all of which are being reviewed by the Department's consultants. After careful analysis of all alignment submissions, the Commissioner will make the Department's recommendation to the Federal Bureau of Public Roads.

Upon agreement on an alignment the engineers can proceed with right-of-way and construction plans. Commissioner Palmer said the Department would be prepared to ask for construction bids approximately March of next year and that some construction would start in the year 1964.

President Goheen and his associates expressed appreciation of the visit and the programming for this route and were pleased that the planning had advanced

(more)

to its present stage. President Goheen offered his complete support in order to get the project started at the earliest possible date and assured the Commissioner and his associates of his and his staff's availability to assist in every way possible.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE FRIDAY P.M.'s
FEBRUARY 8

1963
ROUTE 4 (GARDEN STATE PARKWAY)
ADV.
UNION TOWNSHIP
UNION COUNTY

Trenton, Feb. 8 - The New Jersey State Highway Department today announced it will receive bids February 28 for a safety improvement project on a pedestrian bridge which crosses the Garden State Parkway in Union County.

The pedestrian bridge, located at Coakley Drive near the Galloping Hill Country Club, was built in 1953 as part of the over-all project for construction of the superhighway.

At present, the top of the steel handrails of the bridge are about 3 feet above the deck of the walkway surface. The total height of the handrails will be increased to five feet, as part of this project, by the installation of an additional height of two feet of steel handrailing on both sides of the bridge.

Following the erection of the added height of handrailing, a three and one-half foot high fabricated steel chain link fence will be attached to the handrails on both sides of the bridge along its entire length of 176 feet, making a safety barricade for pedestrians about five feet in height.

Costs of the project, which will take about 40 working days to complete, will be paid entirely by New Jersey.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

Traffic Conditions Report

Bureau of Public Information
Trenton 25, New Jersey
TUxedo 2-3000

RELEASE FRIDAY FEBRUARY 8 WEEK OF FEBRUARY 9 - FEBRUARY 15

Trenton, Feb. 8 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of February 9 - February 15, 1963.

Atlantic

Route U.S. 30 Absecon -- For the next three months there will be a short detour adjacent to the Shore Road which will channel traffic around the bridge construction area.

Bergen

Route 80, South Hackensack, Hackensack, Teterboro -- While Interstate Route 80 is under construction between Polifly Road in Hackensack and the Hackensack River Bridge, Washington Street will be closed between Vreeland Avenue and Grant Place. Taylor Avenue will be closed between Vreeland Avenue and Ises Lane. The condition is the same as that which prevailed last week.

There will be slight delays to traffic on Hudson Street for about one week.

Route 80, Lodi, Teterboro, Hackensack, South Hackensack -- The following delays and detour conditions prevailed last week and will continue through February, 1963:

= (more)

Bergen cont'd

Summit Avenue is closed from Standish Avenue in Hackensack to Grandview Boulevard and the southbound Route 17 ramp in Hasbrouck Heights. A detour is set up from the intersection of Summit Avenue and Essex Street to Polifly Road thence to Terrace Avenue and then back to Grandview Boulevard.

Route 80, Teaneck, Ridgefield Park, Bogota -- The detour at Teaneck Road between Arthur Street and Jasper Avenue as well as the detour at Queen Anne Road between Arthur Street and Cypress Avenue will remain from 4 to 7 months. The condition is the same as that which prevailed last week.

North Avenue will be blocked off between Seventh Street and Second Street for an indefinite period. The condition is the same as that which prevailed last week.

Route 95, Fort Lee -- Edgewood Road is cut off until the bridge is built over Route 95. The condition is the same as that which prevailed last week and it will continue for an indefinite period until weather conditions improve.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations are completed.

Route 80, Lodi -- Minor delays to traffic during construction of Route 17 overpass. The condition will continue until bridge construction is completed.

(more)

Bergen cont'd

Route 46, Teterboro, Hasbrouck Heights -- Slight delays to traffic during night time working hours during operations to widen and resurface approaches and bridge over the New Jersey and New York Railroad. The condition is the same as that which prevailed last week and it will continue for another week.

Bergen-Passaic

Route 80, Paterson, East Paterson -- The detours on Lakeview Avenue and at Market Street will continue for another two months.

Two way traffic is being maintained on the northbound roadway of Route 20 with crossovers for southbound traffic at either end. The condition will remain until weather conditions permit elimination of the detour.

Burlington

Route 295, Mount Laurel Township -- Traffic will be guided around the construction area while the bridge carrying Route 73 over new Route 295 is being built. The condition is the same as that which prevailed last week and it will continue until May, 1963.

Middlesex

Route 18, East Brunswick -- During construction of bridges north of Milltown Road and north of Cranbury-South River Turnpike there will be delays to traffic. The condition will continue until bridges are completed.

(more)

Middlesex cont'd

Route 287, Metuchen, Edison Township -- Main Street and Route 1 traffic will be diverted around the construction area until new Route 287 bridge is completed. The condition, which prevailed last week, will continue for 4 to 5 months.

Route 27, New Brunswick -- One way traffic will be maintained between the hours of 9 a.m. and 3 p.m. while repairs are made on the Albany Street Bridge. No interference at night or on weekends.

Morris

Route 287, Parsippany-Troy Hills, Boonton -- Local traffic on Intervale Road, Parsippany-Troy Hills, will be detoured to relocated Boulevard "B" while the Intervale Road Bridge is under construction. The condition is the same as that which prevailed last week and it will continue until May, 1963.

Somerset

Route 287, Bridgewater Township -- Traffic will be detoured to temporary North Bridge Street via 3rd Avenue and Lenox Avenue during construction of North Bridge Street bridge. The condition will continue for about 6 months.

Traffic is detoured on Route 202-206, on Woodlawn Avenue and on Garretson Road while the Woodlawn Avenue-Garretson Road bridge is being built. The condition will continue for about 6 months.

(more)

Somerset cont'd

Talamini Road, which runs from Routes 202-206 to Country Club Road, has been closed temporarily while Talamini Road bridge is being built. The condition will continue for about 6 months.

Route 287, Bridgewater, Bedminster -- Cedar Brook Road is closed to traffic during construction of Interstate Route 287. An overpass will be constructed for Cedar Brook Road and should be completed some time in the late spring of 1963. The condition will continue for about 4 months.

Route 287, Pluckemin and Bedminster -- Occasional interference to traffic when construction equipment crosses Burnt Mills Road.

Sussex

Route 206, Frankford Township -- Traffic will be detoured around the construction area while the bridge is being built over Paulins Kill River. The condition will continue during construction of bridge approaches and the work probably will not be completed until April when weather conditions improve.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
ROUTE 35 - BIDS
Dover Township
Ocean County

Trenton, Feb. 7 - The New Jersey State Highway Department today announced the Central Construction Co., of Clark, was the apparent low bidder today on a State Highway Department contract for revision of Route 35 between Eisenhower Avenue and Dewey Drive in Dover Township, Ocean County. The firm's bid was $43,387.95.

The second lowest bid accepted by the Department was submitted by A. Campo, Inc., Middletown, and totaled $47,387.90. A third bid of $54,665.20 was submitted by Barrett Roads Corp., Lakehurst. All bids, as well as the qualifications of all who submitted bid proposals, will be reviewed before an award of the contract is made.

The proposed improvements will not only ease the movement and distribution of traffic travelling on the southbound roadway of Route 35 into Deaside Heights, but will also provide motorists travelling on the northbound roadway of Route 35 through Seaside Heights with easier access to local beaches and boatyards.

To ease the movement of traffic through the portion of Central Avenue within the project, the existing turnoff from the Route 35 southbound roadway which leads into Central Avenue through the Marlin Drive intersection will be given a smoother alignment and will also be widened. Motorists will still be able to enter Central Avenue, southbound and to turn left into Marlin Drive, eastbound from the revised turnoff.

(more)

1963
ROUTE 35 - BIDS
Dover Township
Ocean County

At present, the portion of Central Avenue between Marlin Drive and Route 35 northbound is 30 feet wide from curb to curb and terminates at its southern limit in a cul-de-sac or deadend. Proposed changes include widening of this portion of Central Avenue to 48 feet and the opening of the cul-de-sac, permitting traffic to make connections to northbound Route 35 and Central Avenue, southbound.

At the intersection of the northbound Route 35 roadway and Dewey Drive with Central Avenue, an island revision will be made to permit access to southbound Central Avenue from the revised portion of Central Avenue between Marlin Drive and northbound Route 35. Traffic signals will be installed at this intersection.

Traffic entering Dewey Drive (East) from Central Avenue, northbound will be able to enter northbound Route 35 directly without having to travel the length of Dewey Drive (East) to the intersection with old Route 35.

The existing U-turn from Route 35, southbound to northbound, located about 800 feet south of Eisenhower Avenue will be eliminated. A new U-turn will be built in the same location permitting Route 35 northbound traffic to reach the southbound roadway thus providing easier access to local beaches and boatyards.

At the intersection of Route 35, southbound roadway with Bay Boulevard in Seaside Heights a connection will be built which permits traffic to enter northbound Bay Boulevard from Route 35.

Cost of the project, which will take about 30 working days to complete, will be paid entirely by the State Highway Department.

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63-N-51.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
Interstate Route 95 - BIDS
Highway Lighting
Fort Lee, Bergen County

Trenton, Feb. 7 - The New Jersey State Highway Department today announced it received a low bid of $429,321.25 from the Lightning Electric Service Co., Newark, on a project for electrical installations on Interstate Route 95 in Fort Lee, Bergen County.

The project, located in the George Washington Bridge interchange complex, will consist of the installation of roadway lighting, under-deck lighting for bridges and underground electrical work needed for the illumination and operation of traffic control signs which will be erected in the area under separate contract.

Mercury vapor luminaires on aluminum poles will be erected along the route from the vicinity of Edgewood Road to a point east of Fletcher Avenue. Temporary roadway lighting units, mounted on wooden poles, which are presently in service in the area, will be maintained during construction of the permanent lighting system.

Other bidders on the project were: Broadway Maintenance Corp., Newark, $488,091.70 and Busch Brothers, Inc., Englewood, $546,986.95.

Costs of the project, which will be completed by July 31, will be paid by the Federal Government and New Jersey. All bids will be reviewed before the contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
ROUTE 129 FREEWAY - BIDS
Mercer County.

Trenton, Feb. 7 - The New Jersey State Highway Department today announced it received a low bid of $30,450.00 from Anco Contractors, Langhorne, Penna., for installation of highway lighting units on Route 129 Freeway, Ewing Township, Mercer County.

The project will consist of the installation of 29 aluminum overhead lighting units of the mercury vapor type on the New Jersey approach roadways and ramps to the Scudder's Falls Bridge.

Electrical connections will be made to the lighting installations on the Pennsylvania side of the bridge to afford simultaneous control of the bridge lighting on both sides.

Other bidders on the project were: Delta Lines Construction Co., Pleasantville, $34,219.46; Piper Electric Co., Inc., Trenton, $43,587.00; Thomas J. Regan, Jersey City, $43,967.00; Lightning Electric Service Co., Newark, $45,296.50; Chri's Electrical Contracting Co., Inc., Trenton, $49,978.00; New Jersey Electrical Co., Trenton, $53,834.64.

Costs of the project, which will be completed by June 30, will be paid entirely by the State Highway Department. All bids will be reviewed before a contract is awarded.

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129 Fwy., Sec. 1
63-N-51.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
Route 3 - BIDS
Borough of East Rutherford
Bergen County

Trenton, Feb. 7 - The New Jersey State Highway Department today announced it received a low bid of $4,079,083.20 from Franklin Contracting Co., Little Falls, New Jersey for construction of traffic interchanges at the Route 3 - Route 20 intersection in the Borough of East Rutherford, Bergen County. The work will consist of the construction of roadways, bridges and connecting ramps for Route 3 and Route 20 where the routes now converge on the west side of the Hackensack River.

The project will extend from locations on both Route 3 and Route 20 west of the present Route 3 underpass to the western abutments of both the existing and the new Hackensack River Bridges.

New roadways to be built under this contract will carry Route 3 and Route 20 traffic westward and northward respectively from the new river crossing which is presently under construction. Route 3, which now carries two-way traffic, will be rebuilt to carry one-way traffic eastbound from both Route 3 and Route 20 to the existing river crossing.

Construction items include roadway excavation and removal of concrete center island on existing Route 3 as well as the construction of concrete barrier curb from the vicinity of a proposed bridge over westbound Route 3 to where eastbound Routes 3 and 20 traffic converge at the existing river crossing. Bituminous concrete pavement will be placed throughout the entire project and white concrete vertical curb will be built at several locations.

Minimum interference to motorists is assured by plans to direct traffic around the construction area quickly and conveniently.

(more)

1963
ROUTE 3 - ADV.
Borough of E. Rutherford
Bergen County

Other bidders on the project were: George M. Brewster and Son, Inc., Bogota, $4,168,759.70; Lizza and Sons, Inc., Oyster Bay, New York, $4,280,694.45; S. J. Groves and Sons Co., Woodbridge, $4,297,942.70.

The cost of the 0.7 mile project will be shared equally by the State and Federal Government. All bids will be reviewed before the contract is awarded.

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61-P-3

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
Route 3 - BIDS
Town of Secaucus
Hudson County

Trenton, Feb. 7 - The New Jersey State Highway Department today announced it received a low bid of $877,754.40 from Poirier and McLane Corp., New York City, for improvement of the Route 3 underpass at the New Jersey Turnpike, Town of Secaucus, Hudson County.

The work will consist of widening and lengthening of the Route 3 underpass in this location to provide needed width for the Turnpike and added width for the highway as well.

Constantly increasing volumes of traffic have made it necessary for the New Jersey Turnpike Authority to revise facilities in this area. Widening of the Turnpike and construction of toll booths at approach roads is now underway.

The work is part of a general improvement planned for the roadways between U.S. 1 and the Paterson Plank Road in the Lincoln Tunnel interchange complex.

Other bidders on the project were: Franklin Contracting Co., Little Falls, $897,400.40; S. J. Groves and Sons Co., Woodbridge, $992,728.70 and Schiavone Construction Co., Inc., Secaucus, $1,048,678.00.

Costs of the project which is expected to be completed by March of 1964 will be shared by the Federal Government, the New Jersey Turnpike Authority and New Jersey. All bids will be reviewed before an award is made.

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U-116(14)

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

ADVANCE FOR RELEASE
THURSDAY, FEBRUARY 7

1963
STATE AID

Trenton, February 7 - The New Jersey State Highway Department today announcd it allocated more than $400,000 in State roadbuilding aid to 59 municipalities within Bergen, Hunterdon, Ocean and Warren Counties during January.

The money was provided from one of five separate funds which have been authorized by the State Legislature to provide approximately $16 million in aid to the New Jersey counties and municipalities each year.

Under the provisions of this fund, the New Jersey State Highway Department annually receives applications from municipalities interested in constructing or reconstructing portions of their road and street systems. Allocations to each municipality requesting aid in this category are then reviewed with an eye to their relative need. Total allocations to municipalities within a given county from this fund cannot exceed $100,000 per year.

The amount set aside for each municipality represents the State's 90% share in the total cost of the approved municipal project. Subsequent construction plans are reviewed by the State Highway Department which also provides inspection of materials and actual construction work.

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NOTE TO EDITORS: Complete project list by counties are attached.

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON

MUNICIPAL AID ALLOTMENTS - OCEAN COUNTY

Municipality	Name of Road	Amount
Barnegat Light Borough	11th,13th,21st,23rd,28th,Sts.(drainage)	$6,000.00
Beach Haven Borough	Delaware Ave. (drainage)	6,000.00
Beachwood Borough	Tiller Ave., Shell St. (drainage)	5,000.00
Berkeley Township	Pleasant Ave., portion of Henley Ave.	6,500.00
Brick Township	Dennis Ct., Route 88,Polk Dr. (drainage)	*4,500.00
Dover Township	Holly Lane and easements (drainage)	6,000.00
Eagleswood Township	John St.,North St.,Willets Ave.	6,000.00
Harvey Cedars Borough	Essex,Cumberland,Camden,Union,BurlingtonAvs.	7,000.00
Jackson Township	Commerce Road	6,000.00
Lavallette Borough	Baltimore Ave. and Bay Blvd. (drainage)	6,000.00
Little Egg Harbor Twp.	Tuckerton-Little Beach Rd., Section 4	4,000.00
Long Beach Township	Nautilus Drive	6,000.00
Ocean Township	Southwind Drive	3,000.00
Pine Beach Borough	Avon Road (drainage)	3,000.00
Point Pleasant Borough	McLaughlin Ave., Calamus Pl., Lauckson Pl., Spruce St., Charles St.	5,000.00
Pt. Pleasant Beach Boro.	Laurel Avenue	5,000.00
Ship Bottom Borough	4th St., 6th St., Sunset Ave. (drainage)	6,000.00
Stafford Township	N. Lake Shore Drive, Section 2	2,000.00
Borough of Surf City	Barnegat Ave. Sec. 3,22nd,23rd,24th Sts.	7,500.00
Union Township	Ridgeway Street	4,000.00
	Total	* $104,500.00

*Includes $4,500.00 from general balance.

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON

MUNICIPAL AID ALLOTMENTS - HUNTERDON COUNTY

Municipality	Name of Road	Amount
Bloomsbury Borough	Gardner Street, Section 2	$ 16,000.00
Town of Clinton	Center Street, Section 3	5,000.00
Flemington Borough	Mine Street, Section 2	13,000.00
Frenchtown Borough	Trenton Avenue, Section 2	13,000.00
Hampton Borough	Mackenzie Road, Section 2	14,000.00
Raritan Township	Route 202 - County Road 19	29,000.00
Readington Township	Hillcrest Road, Section 2	10,000.00
	Total -	$100,000.00

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON

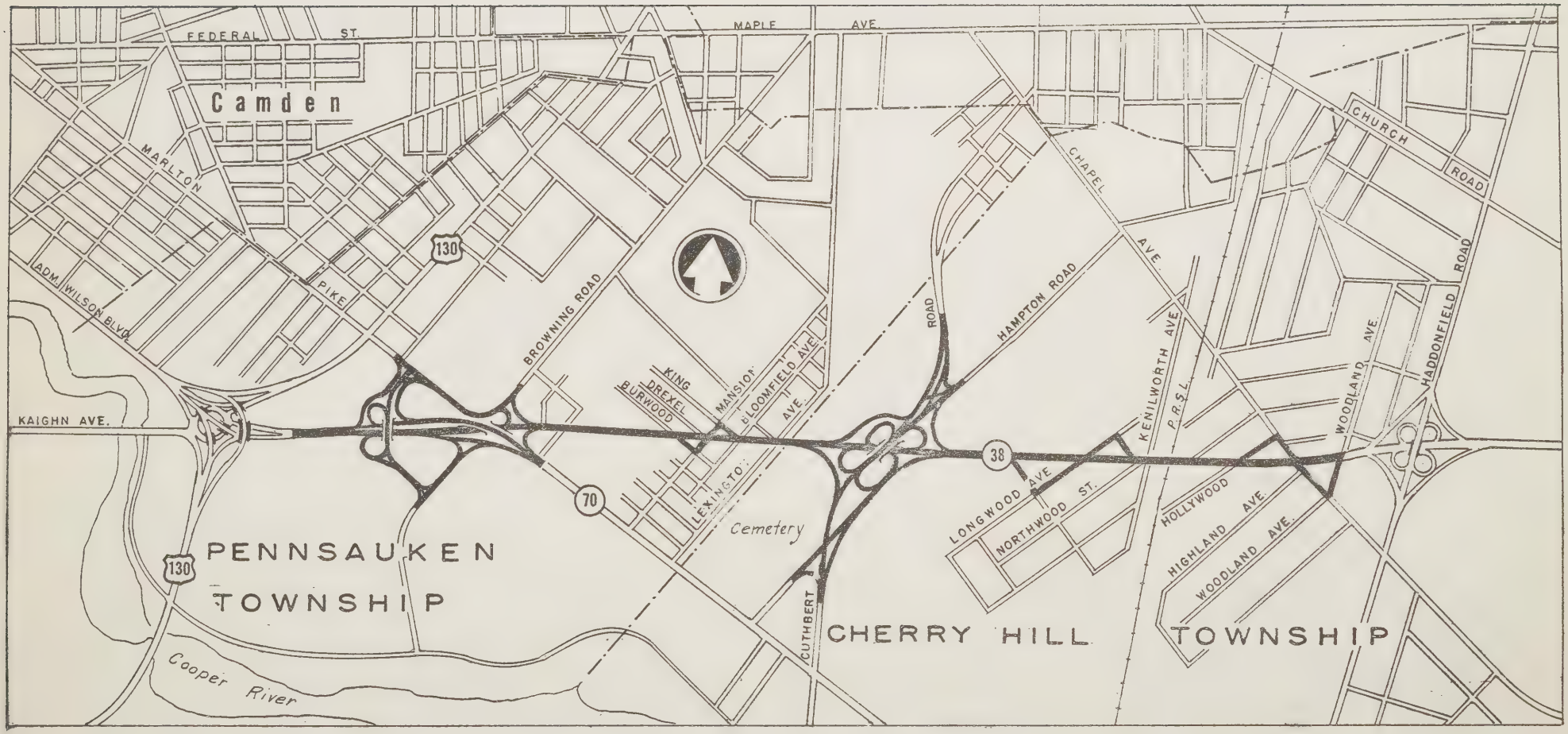
MUNICIPAL AID ALLOTMENTS - BERGEN COUNTY

Municipality	Name of Road	Amount
Bergenfield Borough	East Clinton Avenue	$8,500.00
Carlstadt Borough	Garden Street	5,000.00
Closter Borough	Ruckman Road	10,000.00
Dumont Borough	Prospect Avenue, Section 2	10,000.00
Englewood Cliffs Borough	Sage Road	10,000.00
Fairview Borough	Fairview Avenue	7,500.00
Oradell Borough	Spring Valley Road, Section 2	10,000.00
Paramus Borough	Spring Valley Road, Section 2	10,000.00
Rutherford Borough	Marginal Road (surfacing)	9,000.00
Tenafly Borough	Piermont Road	10,000.00
Woodcliff Lake Borough	Rose Avenue (widening & resurfacing)	10,000.00
	Total	$100,000.00

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON

MUNICIPAL AID ALLOTMENTS - WARREN COUNTY

Municipality	Name of Road	Amount
Allamuchy Township	Ridge Road	$2,000.00
Alpha Borough	Central Avenue - West, Section 2	2,000.00
Town of Belvidere	Knowlton & 5th Streets (storm sewer)	5,000.00
Blairstown Township	Walnut Valley Road, Sec. 4	10,000.00
Franklin Township	Good Springs Road, Sec. 4	9,000.00
Frelinghuysen Township	Johnsonburg-Kerr's Corner Road, Sec. 4	2,000.00
Greenwich Township	Beatty's Road, Section 2	4,000.00
Town of Hackettstown	Stiger Street, Sec. 2, and Beatty Street	5,000.00
Hardwick Township	Sunset Lake Road, Section 4	8,000.00
Harmony Township	River Road	5,000.00
Hope Township	Hissim Road	2,000.00
Knowlton Township	Stark Road, Section 2	7,000.00
Lopatcong Township	Low's Hollow Road	2,000.00
Mansfield Township	DiRisio Road	7,000.00
Oxford Township	Mt. Pisgah Avenue	3,000.00
Pahaquarry Township	Millbrook-Flatbrookville Road, Section 2	5,000.00
Town of Phillipsburg	Green Street, Section 2	12,000.00
Pohatcong Township	Winters Road	2,000.00
Washington Township	Bowerstown Road, Section 4	2,000.00
Washington Borough	Youmans Avenue	3,000.00
White Township	Hutchinson Road	3,000.00
	TOTAL	$100,000.00


FEDERAL ST.
MAPLE AVE.
Camden
MARLTON PIKE
ADM. WILSON BLVD.
130
KAIGHN AVE.
BROWNING ROAD
KING
DREXEL
BURWOOD
MANSION
BLOOMFIELD AVE.
LEXINGTON
70
Cemetery
PENNSAUKEN TOWNSHIP
130
Cooper River
CUTHBERT
ROAD
HAMPTON ROAD
CHAPEL AVE.
KENILWORTH AVE.
P.R.S.L.
38
LONGWOOD AVE.
NORTHWOOD ST.
HOLLYWOOD
HIGHLAND AVE.
WOODLAND AVE.
CHERRY HILL TOWNSHIP
WOODLAND AVE.
CHURCH ROAD
HADDONFIELD ROAD

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
ROUTE 38 - RE-ADV
Camden County

Trenton, Feb. 1 - The New Jersey State Highway Department today announced it has rejected all bids submitted Jan. 24 for modernizing a 2.3 mile section of Route 38 in Pennsauken and Cherry Hill Townships, Camden County.

Qualified contractors are again invited to submit bids February 28 for this job.

The project, allocated $4 million by the Department, is designed to relieve traffic congestion by widening Route 38 between the Airport Circle and Woodland Avenue, and by providing full interchanges at the Browning Road-Marlton Pike intersection, and at Cuthbert Boulevard.

The plans also show pairs of jughandles will flank Route 38 at Mansion, Chapel and Longwood Avenues.

A cross-section view of the future highway shows the existing 50-foot-wide concrete pavement will become part of the base of an 80-foot bituminous concrete highway divided into two roadways by a concrete center barrier 32 inches high.

Each roadway will provide two 12-foot traffic lanes and a 12-foot outer shoulder. The plans indicate the shoulders will become entrance and exit lanes in the interchange areas.

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The Browning Road interchange will have an overpass spanning Route 38 about 1,000 feet west of the present intersection. Ramps will extend from the bridge northward to Marlton Pike, and southward to Browning Road.

Browning Road, north of the main highway, will join Marlton Pike, and, south of Route 38, will join eastbound Route 70. Westbound Route 70 will pass over westbound Route 38 on a three-lane bridge before merging with the main highway near the western end of the interchange area.

Key feature of the Cuthbert Boulevard interchange will be a six-lane divided overpass which will span Route 38 about 200 feet west of the present Boulevard. South of the main highway, existing Cuthbert Boulevard will connect with eastbound Route 38 to provide entrance and exit access. A new section of the Boulevard, about 980 feet long, will be constructed, curving away from the existing Boulevard, to the future overpass.

Left-turn harbors will be cut into the Boulevard's center island north of the highway for the safety and convenience of school buses.

Cuthbert Boulevard, north of Route 38 will be relocated to connect with the new overpass, and th existing section near the main highway absorbed by interchange ramps.

A spokesman pointed out that the main cross-highway bridges in both interchanges will have sidewalks and safety walks.

The spokesman noted the total of all money spent or allocated for major highway construction in an area roughly bounded by Burlington, Turnersville, and West Deptford Township amounts to $67 million since 1955. He said this sum reflects the Camden Metropolitan area's position as one of the State's busiest and fastest growing industrial-residential areas.

The Department has set a schedule of 275 working days for the primary-urban project. All bids for the Federal-State financed project will be reviewed before a contract is awarded.

N.J. 38-1C;U-106(10);61-P-8 ######

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s

1963
Interstate Route 280 - ADV
Demolition
Essex County

Trenton, Feb. 7 - The New Jersey State Highway Department today announced it will receive bids February 28 for a demolition project on Interstate Route 280, the Essex East-West Freeway, in Essex County.

Approximately 50 buildings on a 0.6 mile section of the proposed superhighway will be demolished between South Center Street, Orange, and Valley Road, West Orange.

The corridor to be cleared is bounded roughly by Glebe Street, Mechanic Street, Columbia Street and Hurlbut Street to the south; and by Madison Street, the Erie-Lackawana Railroad, Crane Street and Reock Street to the north. Its width is about 250 feet in most locations.

In addition to clearing a path for future construction, the demolition work will remove fire hazards, potential sources of public nuisances, and reduce possible vandalism.

A Highway Department spokesman, recounting the history of the Essex East-West Freeway portion of Interstate Route 280, explained that the superhighway will solve the problem of providing an adequate traffic artery between Newark and the Oranges, a lack that has plagued Essex County for decades.

The entire route, to be about 17 miles long, will extend from Interstate Route 95 in Kearny to Interstate Route 80 in Parsippany-Troy Hills Township in Morris County.

(more)

1963
Interstate Route 280 - ADV
Demolition
Essex County

Actual current planning of the route began in 1957 after the Department's proposal that the east-west highway be designated part of the National Interstate and Defense Highway System was accepted by the Federal Bureau of Public Roads.

When basic plans were made in 1961, local officials were averse to an elevated Freeway. This problem was resolved when State Highway Commissioner Dwight R. G. Palmer evolved a plan whereby the Highway Authority (Garden State Parkway) would provide the Department with 13 million dollars needed to depress the Freeway in return for the right to collect tolls on a section of the Garden State Parkway now toll-free.

A schedule of 60 working days has been set for the demolition project, with the Federal Government paying ninety per cent of the costs, and New Jersey ten per cent. All bids will be reviewed before the contract is awarded.

63-I-28
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I-280-6(4)57

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NEW JERSEY

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey
TU xedo 2-3000

RELEASE FRIDAY FEBRUARY 1 WEEK OF FEBRUARY 2 - FEBRUARY 8

Trenton, Feb. 1 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of February 2 - February 8, 1963.

Atlantic

Route U.S. 30 Absecon -- There will be a short detour adjacent to the Shore Road which will channel traffic around the bridge construction area. The condition is the same as that which prevailed last week and will continue until May, 1963.

Bergen

Route 80, Lodi, Teterboro, Hackensack, South Hackensack -- The following delays and detour conditions prevailed last week and will continue through February, 1963:

Summit Avenue is closed from Standish Avenue in Hackensack to Grandview Boulevard and the southbound Route 17 ramp in Hasbrouck Heights. A detour is set up from the intersection of Summit Avenue and Essex Street to Polifly Road thence to Terrace Avenue and then back to Grandview Boulevard.

(more)

1963
TRAFFIC CONDITIONS REPORT

Route 80, South Hackensack, Teterboro -- Washington, and Taylor Avenues will be closed to traffic while Interstate Route 80 is under construction between Polifly Road in Hackensack and the Hackensack River Bridge. The condition is the same as that which prevailed last week and it will continue until construction is completed.

Route 80, Teaneck, Ridgefield Park, Bogota -- The detour at Teaneck Road between Arthur Street and Jasper Avenue as well as the detour at Queen Anne Road between Arthur Street and Cypress Avenue will remain from 4 to 7 months. The condition is the same as that which prevailed last week.

North Avenue will be blocked off between Seventh Street and Second Street for an indefinite period. The condition is the same as that which prevailed last week.

Route 95, Fort Lee -- Edgewood Road is cut off until the bridge is built over Route 95. The condition is the same as that which prevailed last week and it will continue for an indefinite period until weather conditions improve.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations are completed.

Route 80, Lodi -- Minor delays to traffic during construction of Route 17 overpass. The condition will continue until bridge construction is completed.

(more)

Bergen cont'd

Route 46, Teterboro, Hasbrouck Heights -- Slight delays to traffic during night time working hours during center island removal operations. The condition is the same as that which prevailed last week and it will continue for another week.

Bergen-Passaic

Route 80, Paterson, East Paterson -- Barricades and markers are in place to guide two-way traffic around the construction area west of Lakeview Avenue. The condition is the same as that which prevailed last week and it will continue for 3 months.

The crossovers maintained for southbound traffic to the northbound lanes of Route 20 will be eliminated during the period covered by this report permitting full flow of traffic on both the northbound and southbound roadways in this area.

Burlington

Route 295, Mount Laurel Township -- Traffic will be guided around the construction area while the bridge carrying Route 73 over new Route 295 is being built. The condition is the same as that which prevailed last week and it will continue until May, 1963.

Middlesex

Route 18, East Brunswick -- During construction of bridges north of Milltown Road and north of Cranbury-South River Turnpike there will be delays to traffic. The condition will continue until bridges are completed.

(more)

Middlesex, contd.

Route 287, Metuchen, Edison Township -- Main Street and Route 1 traffic will be diverted around the construction area until new Route 287 bridge is completed. The condition, which prevailed last week, will continue for 4 to 5 months.

Morris

Route 287, Parsippany-Troy Hills, Boonton -- Local traffic on Intervale Road, Parsippany-Troy Hills, will be detoured to relocated Boulevard "B" while the Intervale Road Bridge is under construction. The condition is the same as that which prevailed last week and it will continue until May, 1963.

Somerset

Route 27, New Brunswick -- One way traffic will be maintained between the hours of 9a.m. and 3 p.m. while repairs are made on the Albany Street Bridge. No interference at night or on weekends.

Route 287, Bridgewater Township -- Traffic will be detoured to temporary North Bridge Street via 3rd Avenue and Lenox Avenue during construction of North Bridge Street bridge. The condition will continue for about 7 months.

Traffic is detoured on Route 202-206, on Woodlawn Avenue and on Garretson Road while the Woodlawn Avenue-Garretson Road bridge is being built. The condition will continue for about 7 months.

(More)

Somerset cont'd

Talamini Road, which runs from Routes 202-206 to Country Club Road, has been closed temporarily while Talamini Road bridge is being built. The condition will continue for about 7 months.

Route 287, Bridgewater, Bedminster -- Cedar Brook Road is closed to traffic during construction of Interstate Route 287. An overpass will be constructed for Cedar Brook Road and should be completed some time in the late spring of 1963. The condition will continue for about 6 months.

Route 287, Pluckemin and Bedminster -- Occasional interference to traffic when construction equipment crosses Burnt Mills Road.

Sussex

Route 206, Frankford Township -- Traffic will be detoured around the construction area while the bridge is being built over Paulins Kill River. The condition will continue during construction of bridge approaches and the work probably will not be completed until April when weather conditions improve.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
N.J. Route 15 - BIDS
Rockaway - Jefferson Twps.
Morris County

Trenton, Jan. 31 - The New Jersey State Highway Department today received a low bid of $1,678,337.36 from Samuel Braen's Sons, Hawthorne, on a project for dualizing another section of Route 15 in Rockaway and Jefferson Townships in Morris County.

Initial dualization of the highway was done during the early 1940's northward to the Picatinny Arsenal. The new project will begin near the Arsenal entrance and extend north for 1.6 miles to a point about a quarter-mile past Longwood Road.

The alignment of the existing two-lane highway will become the southbound portion of the new dualized section, but much of it will be reconstructed to straighten out curves.

A completely new northbound roadway will be constructed, separated from the opposing roadway by a landscaped center island varying from 30 to 250 feet.

Both northbound and southbound roadways will include two bituminous concrete traffic lanes each 12 feet wide, and outer bituminous concrete shoulders ten to twelve feet wide.

In the vicinity of the Phipps Road - Union Turnpike intersection, both shoulders will be constructed as additional traffic lanes to serve the revised intersection.

The revised intersection will be situated about 300 feet south of the present crossing, and will be served by jughandle left-turn facilities. The jughandles also will incorporate new connections to Phipps Road and Union Turnpike.

(more)

At Berkshire Valley Road, another pair of jughandles will provide safe means for crossing the highway under signal light control, as well as entrance ramps from the road to the dual highway in both directions.

The Rockaway River, where it crosses the future dual highway, will be relocated to follow a straight channel 60 feet wide.

Longwood Road will be shifted about 50 feet to the north of the point where it now crosses the highway. The local road also will be reconstructed as a two-lane bituminous concrete road about 350 feet easterly.

Construction of the northbound roadway will stop about 600 feet north of Longwood Road, and a temporary connecting road built to take northbound traffic back to existing Route 15.

Other bidders on the project were: L. Zimmerman and Sons, Inc., Hillside, $1,759,291.49; Schiavone Construction Co., Inc., Secaucus, $1,989,293.69; Franklin Contracting Co., Little Falls, $2,149,936.04; S. J. Groves and Sons Co., Woodbridge, $2,297,976.33.

Completion of the project is expected to require 250 working days. All bids on the Federal-State financed project will be reviewed before a contract is awarded.

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15 - 7A
F-206(3)

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
TRAFFIC REGULATIONS
ROUTE 28
MIDDLESEX COUNTY

Trenton, Jan. 31 - The New Jersey State Highway Department today announced establishment of increased speed limits along a portion of N.J. Route 28 in Middlesex County.

The new speed limit for both directions of traffic will be 35 m.p.h. from a point 500 feet east of Washington Avenue in Dunellen to the westerly terminus of Route 28 at the Middlesex-Union County Corporate Line. The limit is now 30 m.p.h.

Existing speed limits through school zones remain unchanged.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
ROUTE 47
TRAFFIC REGULATIONS
MAURICE RIVER TWP.
CUMBERLAND COUNTY

Trenton, Jan. 31 - The New Jersey State Highway Department today announced it will shortly establish new "no parking" zones along Route 47 in Maurice River Township, Cumberland County.

Parking, stopping and standing will be prohibited along both sides of Route 47 between points about 3000 feet to the north and to the south of the main entrance road to Leesburg State Prison Farm.

The new regulation will become effective upon posting of regulatory signs in the area. This action is expected within the next two weeks.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

FOR IMMEDIATE RELEASE

1963
OUTERBRIDGE CONNECTOR
Middlesex County.

Trenton, Jan. 30 - New Jersey State Highway Commissioner Dwight R. G. Palmer today directed further investigation of suggested alignments for the proposed Middlesex East-West Freeway between Perth Amboy and the New Jersey Turnpike.

The Commissioner and members of his staff met with former Attorney-General David T. Wilentz and Louis P. Booz, Perth Amboy City Engineer, to discuss Mr. Booz' suggestions for alignment of the route from the Outerbridge Crossing through Perth Amboy and review the entire situation.

At Mr. Wilentz' request, it was agreed that the suggestions Mr. Booz offered would be investigated by the Highway Department and a further meeting held in about one month.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
SOUTH ORANGE AVENUE - BIDS
Essex County
Federal Aid Secondary

Trenton, Jan. 30 - The New Jersey State Highway Department today announced it had received a low bid of $295,895.49 from Dosch-King Company, Inc., of Whippany, for improvement of a portion of South Orange Avenue in Essex County.

The 1.3 mile project, located between the Passaic River and a point about 1,000 feet east of Passaic Avenue in Essex County, consists of widening the existing 24-foot roadway to 50 feet, construction of intersection improvements and drainage installations.

Four lanes will be built to carry two lanes of traffic in each direction, eastbound and westbound.

Concrete traffic islands will separate the roadways at the Passaic Avenue intersection where left turn lanes and traffic signals will be provided.

Other bidders on the project were: Michael La Morgese, Irvington, $308,874.30; Whippany Construction Co., Hanover, $315,570.20; Robert Bossert & Co., Newark, $328,971.78; P. Michelotti & Sons, Saddle Brook, $344,499.95; Tri County Asphalt Corp., Roseland, $353,266.08; J. F. Chapman & Son, Hillside, $369,724.92; Union Building & Construction Corp., $370,514.17; Franklin Contracting Co., Little Falls, $394,076.44.

Costs of the project will be shared by the Federal Government and Essex County. All bids will be reviewed before a contract is awarded.

FAS

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE FRIDAY P.M.'s

1963
SOMERSET STREET - ADV
Watchung Borough, Somerset Co.
Federal Aid - Secondary

Trenton, Jan. 25 - The New Jersey State Highway Department will receive bids February 14 on a Federal Government - Somerset County project for reconstructing Somerset Street between Watchung Avenue and the Watchung traffic circle in Watchung Borough.

Bids late last year on this same project were rejected as too high.

According to a Highway Department spokesman, the improvement is needed to handle the increased traffic using the present narrow two-lane roadway. Highway studies show that more than 13,000 vehicles use Somerset Street on an average day.

The construction plans call for replacing the existing highway with a new four-lane bituminous concrete roadway 46 feet wide. To do this, the spokesman added, requires shifting Stony Brook to the west and channeling it along a new stream bed. He said the new channel will be 40 feet wide.

The project, about half a mile long, is expected to require 130 working days to complete. The Highway Department, acting as agent for the Federal Government, will receive bids, award the contract, inspect the work and approve the finished job. All costs will be shared by the Federal Government and Somerset County. All bids will be reviewed before the contract is awarded.

63-FAS

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NEW JERSEY

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey
TUxedo 2-3000

RELEASE FRIDAY JANUARY 25 WEEK OF JANUARY 26 - FEBRUARY 1

Trenton, Jan. 25 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of January 26 - February 1, 1963.

Atlantic

Route U.S. 30 Absecon -- There will be a short detour adjacent to the Shore Road which will channel traffic around the bridge construction area. The condition is the same as that which prevailed last week and will continue until May, 1963.

Bergen

Route 80, Lodi, Teterboro, Hackensack, South Hackensack -- The following delays and detour conditions prevailed last week and will continue through January, 1963:

Summit Avenue is closed from Standish Avenue in Hackensack to Grandview Boulevard and the southbound Route 17 ramp in Hasbrouck Heights. A detour is set up from the intersection of Summit Avenue and Essex Street to Polifly Road thence to Terrace Avenue and then back to Grandview Boulevard.

(more)

1963
TRAFFIC CONDITIONS REPORT

Route 80, South Hackensack, Teterboro -- Washington, Jackson, and Williams Avenues will be closed to traffic while Interstate Route 80 is under construction between Polifly Road in Hackensack and the Hackensack River Bridge. The condition is the same as that which prevailed last week and it will continue until construction is completed.

Route 80, Teaneck, Ridgefield Park, Bogota -- The detour at Teaneck Road between Arthur Street and Jasper Avenue as well as the detour at Queen Anne Road between Arthur Street and Cypress Avenue will remain from 4 to 7 months. The condition is the same as that which prevailed last week.

North Avenue will be blocked off between Seventh Street and Second Street for an indefinite period. The condition is the same as that which prevailed last week.

Route 95, Fort Lee -- Edgewood Road is cut off until the bridge is built over Route 95. The condition is the same as that which prevailed last week and it will continue for an indefinite period until weather conditions improve.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations are completed.

Route 80, Lodi -- Minor delays to traffic during construction of Route 17 overpass. The condition will continue until bridge construction is completed.

(more)

Bergen cont'd

Route 46, Teterboro, Hasbrouck Heights -- Slight delays to traffic during night time working hours during center island removal operations.

Bergen-Passaic

Route 80, Paterson, East Paterson -- Barricades and markers are in place to guide two-way traffic around the construction area west of Lakeview Avenue. The condition is the same as that which prevailed last week and it will continue for 3 months.

The crossovers maintained for southbound traffic to the northbound lanes of Route 20 will be eliminated on Friday, January 25, permitting full flow of traffic on both the northbound and southbound roadways in this area.

Burlington

Route 295, Mount Laurel Township -- Traffic will be guided around the construction area while the bridge carrying Route 73 over new Route 295 is being built. The condition is the same as that which prevailed last week and it will continue until May, 1963.

Middlesex

Route 18, East Brunswick -- During construction of bridges north of Milltown Road and north of Cranbury-South River Turnpike there will be delays to traffic. The condition will continue until bridges are completed.

(more)

Middlesex cont'd

Route 287, Metuchen, Edison Township -- Whitman Avenue will be opened to traffic within the next week.

Route 287, Metuchen, Edison Township -- Main Street and Route 1 traffic will be diverted around the construction area until new Route 287 bridge is completed. The condition, which prevailed last week, will continue for 4 to 5 months.

Morris

Route 287, Parsippany-Troy Hills, Boonton -- Local traffic on Intervale Road, Parsippany-Troy Hills, will be detoured to relocated Boulevard "B" while the Intervale Road Bridge is under construction. The condition is the same as that which prevailed last week and it will continue until May, 1963.

Somerset

Route 27, New Brunswick -- One way traffic will be maintained between the hours of 9a.m. and 3 p.m. while repairs are made on the Albany Street Bridge. No interference at night or on weekends.

Route 287, Bridgewater Township -- Traffic will be detoured to temporary North Bridge Street via 3rd Avenue and Lenox Avenue during construction of North Bridge Street bridge. The condition will continue for about 7 months.

Traffic is detoured on Route 202-206, on Woodlawn Avenue and on Garretson Road while the Woodlawn Avenue-Garretson Road bridge is being built. The condition will continue for about 7 months.

(More)

Somerset cont'd

Talamini Road, which runs from Routes 202-206 to Country Club Road, has been closed temporarily while Talamini Road bridge is being built. The condition will continue for about 7 months.

Route 287, Bridgewater, Bedminster -- Cedar Brook Road is closed to traffic during construction of Interstate Route 287. An overpass will be constructed for Cedar Brook Road and should be completed some time in the late spring of 1963. The condition will continue for about 6 months.

Route 287, Pluckemin and Bedminster -- Occasional interference to traffic when construction equipment crosses Burnt Mills Road.

Sussex

Route 206, Frankford Township -- Traffic will be detoured around the construction area while the bridge is being built over Paulins Kill River. The condition will continue during construction of bridge approaches and the work probably will not be completed until April when weather conditions improve.

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BRIDGEWATER
TWP.
US 22
Middlesex
Rt. 28
Bound
Brook
MAIN ST
SOMERSET
South
Bound Brook
MAIN ST
WESTON CANAL RD
FRANKLIN TWP
ELIZABETH ST
DAVIDSON RD
Rt. 18
NEW MARKET RD
ROUTE
287
SHERMAN AVE
WASHINGTON AVE
NEW BRUNSWICK RD
MIDDLESEX
PISCATAWAY
TWP.
South
Plainfield
HAMILTON
BLVD
NEW DURHAM RD
STELTON RD
EDISON TWP.
Metuchen
MAIN ST
Rt. 27
US 1

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s
JANUARY 24

1963
Interstate Route 287 -
OPENING
Middlesex County

Trenton, Jan. 24 - The New Jersey State Highway Department today announced an additional 6.5 miles of Interstate Route 287 will be put into service in Middlesex County on Thursday, January 24.

Addition of the new roadway, built at a cost of nearly $8.6 million, will provide motorists with a total of more than 11 miles of unbroken superhighway entending from Route U.S. 22 near Somerville to New Durham Road in Piscataway Township. The new portion lies between the River Road interchange (Route 18) and New Durham Road. The 4.6 mile portion of the superhighway extending eastward from Route U.S. 22 to Route 18 was opened last summer.

Three lanes of traffic will be carried in each direction, eastbound and westbound, separated by a grass island divider along the entire 11 mile stretch of superhighway. Connections are provided at Route 22 in Bridgewater Township; at Route 28 in Bound Brook and at Foot Hill Road and Finderne Road. In Franklin Township connections are provided at Weston Canal Road, Easton Avenue and River Avenue.

In Piscataway Township, connections will be provided at Route 18 interchange, Possumtown Road, Randolphville Road, Washington Avenue, Stelton Road and New Durham Road.

Opening of the 1.3 miles of roadway remaining between New Durham Road and Route U.S. 1 is expected by early summer of this year.

Completion of the superhighway in this location will provide a by-pass reducing

(more)

the heavy traffic pressure now existing on roads in the Somerville-Bound Brook and New Brunswick areas.

More than 140,000 vehicles per day are expected to use Route 287 at Metuchen in 1975. The traffic load on Route U.S. 1 in the same area is now about 33,500 vehicles per day.

The Department's over-all plan for Interstate Route 287 shows it extending for 65.8 miles from Interstate Route 95 at the New Jersey Turnp ike near Metuchen to the New York State line near Suffern, N.Y., forming part of a gigantic loop around metropolitan New York and New Jersey. The total cost is estimated at $155 million, ninety percent of which will be paid by the Federal Government.

About 19 miles of Interstate Route 287 are under study inclduing a connecting link between the New Jersey Turnpike and the intersection at Route 1 in Metuchen and an 18 mile portion at the northern limit of the superhighway near the New York State line.

Construction is now underway between New Durham Road and the Route U.S. 1 interchange, a distance of about 1.3 miles; within a 3.5 mile section between Intervale Road and Route U.S. 202 in Montville, Morris County; and for a distance of approximately 8 miles from Route 22 northerly to Pluckemin.

Completed portions now include the 11 mile stretch between Route U.S. 22 near Somerville and New Durham Road, 1.8 miles between Route 10 and Route 46 (U.S. 202 Freeway) and a one-half mile portion at the New York State line at the Route 17 connection.

Right of way is being procured for the 7.3 mile portion from Pluckemin to the Somerset-Morris County line. Alignment for the 9.4 miles between the Morris-Somerset line and Route 10 is now being refined.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
ROUTE 38 - BIDS
Camden County

Trenton, Jan. 24 - The New Jersey State Highway Department today announced it received a low bid of $3,793,242.61 from Union Paving Company, Wynnewood, Pa., for the job of modernizing 2.3 miles of Route 38 in Pennsauken and Cherry Hill Townships, Camden County.

Other bidders on the project were: Ole Hansen and Sons, Inc., Pleasantville, $3,867,266.73; Public Constructors, Inc., Blackwood, $3,988,924.39; F. A. Canuso and Sons, Inc., Philadelphia, $4,074,869.65; Lizza and Sons, Inc., Oyster Bay, New York, $4,419,200.00.

The project, allocated $4 million by the Department, is designed to relieve traffic congestion by widening Route 38 between the Airport Circle and Woodland Avenue, and by providing full interchanges at the Browning Road-Marlton Pike intersection, and at Cuthbert Boulevard.

The plans also show pairs of jughandles will flank Route 38 at Mansion, Chapel and Longwood Avenues.

A cross-section view of the future highway shows the existing 50-foot wide concrete pavement will become part of the base of an 80-foot bituminous concrete highway divided into two roadways by a concrete center barrier 32 inches high.

Each roadway will provide two 12-foot traffic lanes and a 12-foot outer shoulder. The plans indicate the shoulders will become entrance and exit lanes in the interchange areas.

(more)

The Browning Road interchange will have an overpass spanning Route 38 about 1,000 feet west of the present intersection. Ramps will extend from the bridge northward to Marlton Pike, and southward to Browning Road.

Browning Road, north of the main highway, will join Marlton Pike, and, south of Route 38, will join eastbound Route 70. Westbound Route 70 will pass over westbound Route 38 on a three-lane bridge before merging with the main highway near the western end of the interchange area.

Key feature of the Cuthbert Boulevard interchange will be a six-lane divided overpass which will span Route 38 about 200 feet west of the present Boulevard. South of the main highway, existing Cuthbert Boulevard will connect with eastbound Route 38 to provide entrance and exit access. A new section of the Boulevard, about 980 feet long, will be constructed, curving away from the existing Boulevard, to the future overpass.

Left-turn harbors will be cut into the Boulevard's center island north of the highway for the safety and convenience of school buses.

Cuthbert Boulevard, north of Route 38 will be relocated to connect with the new overpass and the existing section near the main highway absorbed by the interchange ramps.

A spokesman pointed out that the main cross-highway bridges in both interchanges will have sidewalks and safety walks.

The spokesman noted the total of all money spent or allocated for major highway construction in an area roughly bounded by Burlington, Turnersville, and West Deptford Township amounts to $67 million since 1955. He said this sum reflects

(more)

the Camden Metropolitan area's position as one of the State's busiest and fatest growing industrial-residential areas.

The Department has set a schedule of 275 working days for the primary-urban project. All bids for the Federal-State financed project will be reviewed before a contract is awarded.

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N.J. 38-1C;U-106(10);61-P-8

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
N.J. Route 36 - BIDS
Monmouth County

Trenton, Jan. 24 - The New Jersey State Highway Department today announced it received a bid of $2,631,138.70 from Michael J. Stavola, Inc., Red Bank, the lowest of five received on a project for dualizing 3.9 miles of Route 36 in Monmouth County.

The work area, a Department spokesman said, will extend from Main Street in Keyport eastward through Raritan Township, Union Beach, and Keansburg to Euclid Avenue, also in Raritan Township.

The overall project was allocated $1.5 million last year to start dualizing Route 36. Another $2.3 million was set up in this year's program to complete the project from Euclid Avenue to Atlantic Highlands.

A cross-section of the future highway shows it will occupy a corridor 100 feet wide containing four 12-foot wide bituminous concrete traffic lanes divided by a concrete barrier 32 inches high. Alongside the outer traffic lanes will be bituminous concrete shoulders 10 and 11 feet wide, and alongside the shoulders will be landscaped grass borders six to 13 feet wide.

As evidence of the effectiveness of center barriers the spokesman cited results of a recent study by the Department's traffic safety engineers.

The study showed that after center barriers were erected on busy sections of some of New Jersey's most heavily traveled highways, accidents dropped to less than half the pre-barrier rate.

These lower accidents rates, he added, occurred in periods of time twice as long as the pre-barrier periods.

(more)

The spokesman cited Route 4 in Englewood, Bergen County, as an example. "There were 25 head-on accidents resulting in 37 injuries and five fatalities in the three-year period from 1952 through 1954, when a center barrier was completed. There were only six head-on collisions resulting in only five injuries and one death in the seven-year period from 1955 through 1961. This is only a fourth as many accidents in more than twice the time."

The spokesman noted that on Route 36 in 1961 a total of 37 head-on collisions occurred, killing two persons and injuring 55.

Relating this accident rate to the evidence uncovered by the new study, the spokesman said the future Route 36 barrier cannot help but reduce future potential deaths and injuries due to head-on collisions.

To aid fire, police and first-aid units, the new construction plans show five emergency openings have been spotted along the center barrier. These openings, one official cautioned, will be spanned by chains.

The spokesman noted that the concrete barrier, along with its three-foot shoulders, will occupy a strip eight feet wide along the center of the modernized highway. The existing 20-foot two-lane concrete roadway will serve as foundation for the new eastbound traffic lanes.

Western boundary of the work area is in the Route 35-36 interchange area, about 600 feet west of Main Street in Keyport. From here both roadways will be widened, and center barrier erected eastward across Main Street to the west side of Broad Street.

(more)

In line with the Department's aim to eliminate left turns across the highway, Main Street, Broad Street and Monroe Avenue will be revised to serve as jughandles, feeding cross-traffic through the barrier gap at Broad Street under signal light control.

The barrier begins again on the east side of Broad Street and extends to Atlantic Avenue where another signal light-controlled gap occurs.

The barrier then continues about half-mile to Middle Road in Raritan Township where jughandles on both sides of Route 36 will channel traffic across the main highway. A separate ramp is planned to take northbound Middle Road motorists directly to eastbound 36.

The next site for crossing Route 36 is about 2,000 feet farther east, at Poole Avenue, where a pair of jughandles will serve left-turning traffic from east and westbound Route 36.

At Stone Road in Union Beach, the new traffic pattern calls for a ramp from westbound Stone Road to eastbound 36. A gap in the center barrier will permit westbound Stone Road traffic to turn east on Route 36. Another ramp here will permit westbound 36 traffic to reverse direction through the same gap.

About 900 feet east of Stone Road, a jughandle on the eastbound side of Route 36 will permit left turns through the center barrier to Sea Gate Avenue, and west on the main highway.

The Department's plans show a similar jughandle for eastbound traffic at Union Avenue.

(more)

On the westbound side of the highway, portions of Shore Road, Washington Avenue and Union Avenue will form a jughandle for Route 36 motorists wanting to turn south on Union Avenue.

The center barrier then continues another half-mile east to Rose Lane, where a pair of jughandles will be placed on both sides of Route 36.

About 4,000 feet farther east another pair of jughandles will permit left turns on Laurel Avenue in Raritan Township.

At Palmer Avenue in Keansburg, the easternmost set of jughandle facilities to be provided in this project, are located on both sides of Route 36.

On the eastbound side, portions of Essex and Union Avenues will join Palmer Avenue to form one jughandle, and portions of Euclid Avenue, Lorraine Place and Main Street to form the left turn loop for westbound Route 36 traffic.

The concrete barrier, and highway modernization work will stop about 500 feet east of Euclid Avenue.

Other bidders on the project were: Manzo Contracting Co., Inc., Matawan, $2,672,129.83; L. Zimmerman & Sons, Inc., Hillside, $2,810,969.72; Lizza and Sons, Inc., Oyster Bay, N.Y. $2,974,000.00; Franklin Contracting Co., Little Falls, $3,143,422.08.

The Department estimates 200 working days will be needed to complete the work. All bids will be reviewed before the contract is awarded.

36- 1A & 2A
U-111(18)
62-P-12

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

FOR WEDNESDAY P.M.'s RELEASE
JANUARY 23

1963
ADVISORY RELOCATION ASSISTANCE
CITIZENS COMMITTEE

Trenton, Jan. 23 - Commissioner Dwight R. G. Palmer today announced appointment of a Citizens Committee to aid the New Jersey State Highway Department in its Advisory Relocation Assistance Program.

The new program was established recently, under authority granted by the 1962 Federal Highway Act, to assist families displaced by highway construction. It provides guidance through accredited channels meeting the need for relocation.

The members of the Citizens Committee appointed by Commissioner Palmer represent statewide organizations active in the fields of real estate, housing, home finance and home building. The Committee will advise the Highway Department on methods of administering the program in the best interests of displaced families and the public at large. Staff services will be provided by a Relocation Advisory Assistance Office established within the Department's Right-of-Way Division and at such area locations as will best serve the area needs.

Commissioner Palmer emphasized that displaced families could be afforded the best advice and counsel directly from local agencies in a position to be acquainted with their needs and to have knowledge of available housing. These include real estate boards, chambers of commerce, home finance agencies, builders, etc.

Under the policy established by the Citizens Committee at its initial meeting, families living in the path of future highway construction will be notified of this fact at the earliest opportunity and will be advised of their right to apply for advisory relocation assistance. Applications received by the Department's staff will be screened and referred to appropriate local agencies which

(more)

will then make direct contact with the applicants and furnish whatever counseling is required. Reports on all such advisory assistance will be filed with the Department.

Members of the Citizens Committee are: Mr. Edmund J. Sauer, Jr., Vice President, Savings Banks Association of N.J.; Mr. Lewis R. Barba, First Vice President, N.J. Home Builders Association; Mr. Warren Hill, Executive Vice Presidnnt, N.J. Savings & Loan League; Mr. Charles A. Eaton, President, N.J. State Chamber of Commerce, Mr. John Rogge, President, N.J. Association of Real Estate Boards; Mr. Frank Schlesinger, President, N.J. Chapter, Society of Industrial Realtors; Mr. J. Carroll Dolan, President, N.J. Chapter #1, The Institute of Real Estate Management; Mr. Joseph G. Mark, President, N.J. Bankers Association; and Mr. Robert G. Guempel, President, Mortgage Bankers Association of N.J.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE FOR USE ON OR AFTER
WED. P.M. JANUARY 23 1963

Trenton, Jan. 23 - The New Jersey State Highway Department today announced it realized more than $380,000 in savings to the State Treasury from the sale of buildings and odd-shaped parcels of land in 1962.

Income from sales of buildings amounted to $107,285 while an additional $68,750 in demolition costs were saved when the buildings were sold. Savings of $60,165 resulted when some owners decided to retain and relocate their buildings and $33,345 in demolition costs were saved as a result of the decisions by owners to retain buildings.

Income from sales of odd-shaped parcels of land not needed for highway use brought a total of $112,980.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
INTERSTATE ROUTE 80 - BIDS
Bergen & Passaic Counties

Trenton, January 22 - The New Jersey State Highway Department today received the low bid of $6,528,799.91 from the joint venture of Ell-Dorer Contracting Co., Irvington, and P. T. and L. Construction Co., Inc., of Paramus, on construction of a 2.6 mile section of Interstate Route 80 in Bergen and Passaic Counties.

The project consists of construction of a new divided highway in two locations: the first extending from Martin Street to Lakeview Avenue in the City of Paterson and the second extending from River Drive to the Garden State Parkway in East Paterson and the Township of Saddle Brook.

An 8 lane reinforced concrete divided highway having four 12-foot wide lanes in each direction, eastbound and westbound, will be built. It will include a variable width bituminous concrete median strip which will flank a safety barrier of white concrete curb 41 inches high. Bituminous concrete shoulders 12 feet wide will be provided at the edges of the roadway and white concrete vertical curb will be built throughout the project. Acceleration lanes will be provided at ramps and connections.

An interchange will be built at Madison Avenue which will include a bridge to carry Madison Avenue over the new route as well as ramps and connections to local roads. Another bridge will carry Trenton Avenue over the new route. Local roads will be connected to the new route through frontage roads which will be located adjacent to the new highway. Connections from the frontage roads will be provided at convenient locations including the interchange at Madison Avenue.

(more)

Drainage installations will include a culvert carrying Fleischer Brook under the new highway.

Grading, paving, bridge construction, and drainage installations will be performed in stages and phases so that existing traffic movement in the area will not be unduly disturbed. Pedestrian traffic will also be maintained and protected.

Construction of the Interstate Route through Bergen and Passaic is planned as a relief for both Route 4 and Route 46 which carry traffic volumes well over their designed capacity. In addition to relieving both of the existing highways of much of the interstate traffic, the Department sees the new freeway as a much needed artery between the two counties. The section is part of the new 72 mile interstate freeway which will extend from the George Washington Bridge to the Delaware Water Gap at Columbia.

Other bidders on the project were: Poirier & McLane Corp., New York City, $7,095,399.95; Public Constructors, Inc., Blackwood, $7,241,744.10; George M. Brewster & Son, Inc., Bogota, $7,574,105.50; Brookfield Construction Co., Inc., New York City, $7,796,174.55; Samuel Braen's Sons, Hawthorne, $7,941,127.10; Conduit & Foundation Corp., Phila,, $8,251,403.23; S. J. Groves & Sons, Co., Woodbridge, $8,292,424.63; Johnson, Drake & Piper, Inc., New York City, $8,455,162.96; C. S. Langenfelder & Son, Inc., Baltimore, Md., $8,461,246.52.

It is estimated that this project will take about 300 days to complete. The Federal Government will pay 90% of the cost and New Jersey will pay 10%. All bids will be reviewed before a contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE FOR USE ON OR AFTER
SUNDAY, JANUARY 20

1963
Highway Inspector Training

Trenton, Jan. 20 - The New Jersey State Highway Department this week announced the start of its 1963 series of annual training conferences for its road and bridge construction inspectors.

The training sessions are scheduled each year to take advantage of the curtailment of construction activity imposed by the cold weather. This year more than 300 employees of the Department will attend classes now underway at the National Guard Armory, Eggerts Crossing Road, Lawrence Township, near the outskirts of Trenton. They will receive formal instruction from experienced Department engineers in the most up-to-date methods of inspecting materials and workmanship involved in construction projects. Instructors have been selected from the field engineering staff so that all projects still receive proper supervision. Industry specialists assist Department engineers in the presentation of particular items on the agenda.

Highway Commissioner Dwight R. G. Palmer stressed the importance of proper inspection in the state's over-all construction program. "We are handling public funds," he said, "and it is our respnsibility to make sure that the public receives full value for its money."

Following an orientation session, each inspector will receive five full days of instruction in subjects which include the reading and interpretation of highway plans and specifications, soils and road foundations, drainage structures, earthwork and grading, the construction of bituminous and portland cement

(more)

concrete pavements, materials inspection, and project progress control.

The expanded highway construction program now underway is requiring the employment of many new men in this area of work. The training now in progress will improve the proficiency of these new employees and provide refresher training for experienced employees, thus insuring that the high construction standards established by the Department continues to be met by road builders employed by the State.

While no new men are presently being considered for immediate employment as Highway Inspectors, it is anticipated that a need for additional help will develop in early spring. Experienced road and bridge construction inspectors interested in being considered at that time are encouraged to file applications with the Department. Applications may be secured by writing to the New Jersey Highway Department, Division of Personnel, 1035 Parkway Avenue, Trenton, N.J.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
TRAFFIC REGULATIONS
Route N.J. 77
Upper Deerfield Twp.
Cumberland County

Trenton, Jan. 18 - The New Jersey State Highway Department today announced it will soon establish new no parking zones along Route 77 in Upper Deerfield Township, Cumberland County.

In the interest of safety and easier traffic flow, parking, standing, and stopping will not be permitted at any time along the easterly (northbound) side of Route 77 between a point 100 feet south of the intersection of Old Deerfield Road (County Route 35) and a point 550 feet south of the intersection of the road to Friesburg (County Route 40).

The limitation will also apply along the westerly (southbound) side of Route 77 between a point 550 feet south of the road to Friesburg and the intersection of Old Deerfield Road.

The regulations will be effective upon posting of new signs within the affected area. This is expected within the next two weeks.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
TRAFFIC REGULATIONS
Route N.J. 24
Borough of Madison
Morris County

Trenton, Jan. 18 - The New Jersey State Highway Department today announced it will soon establish new no parking zones on Route 24 in the Borough of Madison, Morris County.

In the interest of safety and easier traffic movement, parking, standing, and stopping will not be permitted at any time along either side (eastbound and westbound) of Route 24 within 300 feet of each side of the intersection with County Route 35 (Loantoka Way).

The new regulation will go into effect within the next two weeks when traffic control signs are erected in the area.

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NEW JERSEY

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey
TUxedo 2-3000

RELEASE FRIDAY JANUARY 18 WEEK OF JANUARY 19 - JANUARY 25

Trenton, Jan. 18 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of January 19 - January 25, 1963.

Atlantic

Route U.S. 30 Absecon -- There will be a short detour adjacent to the Shore Road which will channel traffic around the bridge construction area. The condition is the same as that which prevailed last week and will continue until May, 1963.

Bergen

Route 80, Lodi, Teterboro, Hackensack, South Hackensack -- The following delays and detour conditions prevailed last week and will continue through January, 1963:

(more)

1963
TRAFFIC CONDITIONS REPORT

Bergen cont'd

Summit Avenue is closed from Standish Avenue in Hackensack to Grandview Boulevard and the southbound Route 17 ramp in Hasbrouck Heights. A detour is set up from the intersection of Summit Avenue and Essex Street to Polifly Road thence to Terrace Avenue and then back to Grandview Boulevard.

Southbound traffic on Route 17 between Maywood Avenue and the Terrace Avenue ramp will encounter slight delays while drainage work continues.

Route 80, South Hackensack, Teterboro -- Washington, Jackson, and Williams Avenues will be closed to traffic while Interstate Route 80 is under construction between Polifly Road in Hackensack and the Hackensack River Bridge. The condition is the same as that which prevailed last week and it will continue until construction is completed.

Route 80, Teaneck, Ridgefield Park, Bogota -- The detour at Teaneck Road between Arthur Street and Jasper Avenue as well as the detour at Queen Anne Road between Arthur Street and Cypress Avenue will remain from 4 to 7 months. The condition is the same as that which prevailed last week.

(more)

1963
TRAFFIC CONDITIONS REPORT

Bergen Cont'd

North Avenue will be blocked off between Seventh Street and Second Street for an indefinite period. The condition is the same as that which prevailed last week.

Route 95, Fort Lee -- Edgewood Road is cut off until the bridge is built over Route 95. The condition is the same as that which prevailed last week and it will continue for an indefinite period until weather conditions improve.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations are completed.

Route 80, Lodi -- Minor delays to traffic during construction of Route 17 overpass. The condition will continue until bridge construction is completed.

Bergen-Passaic

Route 80, Paterson, East Paterson -- Barricades and markers are in place to guide two-way traffic around the construction area west of Lakeview Avenue. The condition is the same as that which prevailed last week and it will continue for 3 months.

(more)

1963
TRAFFIC CONDITIONS REPORT

Bergen-Passaic cont'd

Route 20 traffic is diverted to a portion of new relocated Route 20 east of the existing Route 20 which passes over new Route 80. The condition, which prevailed last week, will continue for about 2 months longer.

Burlington

Route 295, Mount Laurel Township -- Traffic will be guided around the construction area while the bridge carrying Route 73 over new Route 295 is being built. The condition is the same as that which prevailed last week and it will continue until May, 1963.

Middlesex

Route 18, East Brunswick -- During construction of bridges north of Milltown Road and north of Cranbury-South River Turnpike there will be delays to traffic. The condition will continue until bridges are completed.

Route 287, Metuchen, Edison Township -- Atlantic Avenue and Whitman Avenue have been closed to traffic for a period not to exceed 2 months. The condition is the same as that which prevailed last wekk.

Route 287, Metuchen, Edison Township -- Main Street and Route 1 traffic will be diverted around the construction area until new Route 287 bridge is completed. The condition, which prevailed last week, will continue for 4 to 5 months.

(more)

Monmouth

Route 35-34, Wall Township and Brielle -- Pipeline installation on Route 35, north of Brielle Circle. The condition will remain for one week.

Morris

Route 287, Parsippany-Troy Hills, Boonton -- Local traffic on Intervale Road, Parsippany-Troy Hills, will be detoured to relocated Boulevard "B" while the Intervale Road Bridge is under construction. The condition is the same as that which prevailed last week and it will continue until May, 1963.

Somerset

Route 287, Bridgewater Township -- Traffic will be detoured to temporary North Bridge Street via 3rd Avenue and Lenox Avenue during construction of North Bridge Street bridge. The condition will continue for about 7 months.

Traffic is detoured on Route 202-206, on Woodlawn Avenue and on Garretson Road while the Woodlawn Avenue-Garretson Road bridge is being built. The condition will continue for about 7 months.

Talamini Road, which runs from Routes 202-206 to Country Club Road, has been closed temporarily while Talamini Road bridge is being built. The condition will continue for about 7 months.

Route 287, Bridgewater, Bedminster -- Cedar Brook Road is closed to traffic during construction of Interstate Route 287. An overpass will be constructed for Cedar Brook Road and should be completed some time in the late spring

(more)

Somerset cont'd

of 1963. The condition will continue for about 6 months.

Route 287, Pluckemin and Bedminster -- Occasional interference to traffic when construction equipment crosses Burnt Mills Road.

Sussex

Route 206, Frankford Township -- Traffic will be detoured around the construction area while the bridge is being built over Paulins Kill River. The condition will continue during construction of bridge approaches and the work probably will not be completed until spring when weather conditions improve.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
POINTERS-AUBURN ROAD - BIDS
Salem County
Federal Aid Secondary

Trenton, Jan. 17 - The New Jersey State Highway Department today received a low bid of $74,221.35 from A. H. Lupton, Jr., Inc., of Bridgeton, for the improvement of a 1.5 mile portion of Pointers-Auburn Road, Mannington Township, Salem County.

The proposed improvement, located between State Highway Route 45 and a point 1,200 feet north of Mannington Creek, consists of the construction of bituminous concrete pavement on an existing bituminous concrete surface.

Other bidders were: A. Clemente, Inc., Penns Grove, $79,874.15; Sheer Bros., Inc., Salem, $86,347.61; Edward H. Ellis & Son, Inc., Cherry Hill, $99,954.42.

Costs of the project will be shared by the Federal Government and Salem County with the State Highway Department acting as agent for the County and for the Federal Government. All bids will be reviewed before the contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
Hook Road - BIDS
Salem County
Federal Aid Secondary

Trenton, Jan. 17 - The New Jersey State Highway Department today announced it had received the low bid of $100,916.90 from A. H. Lupton, Jr., Inc., Bridgeton, N.J., for the improvement of a 1.3 mile portion of Hook Road in Lower Penns Neck, Salem County.

The project, located between East Pittsfield Street and Churchtown Road consists of the construction of new bituminous concrete pavement on an existing bituminous concrete surface. The work also includes drainage improvements and the construction of timber bulkhead.

Other bidders on the project were: Sheer Bros., Inc., Salem, N.J., $103,600.03; A. Clemente, Inc., Penns Grove, N.J., $107,264.95; Clifford Ellis, Inc., Cherry Hill, $118,851.43

Costs of the project will be shared by the Federal Government and Salem County with the State Highway Department acting as agent for the County and the Federal Government. All bids will be reviewed before the contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
ROUTE 18 - BIDS
East Brunswick - Madison
Middlesex County

Trenton, Jan. 17 - The New Jersey Highway Department today received a low bid of $1,023,414.30 from Jannarone Engineering Co., of Matawan, for improvement of the last three lane section of Route 18 remaining between New Brunswick and Route 9 near the Middlesex - Monmouth County line.

Actual limits of the new 2.3 mile project, a Department spokesman said, will be set at Fountain Street in East Brunswick and Matawan-Old Bridge Road in Madison Township.

Within the work site, the existing three-lane concrete highway will become part of the foundation for a four-lane bituminous concrete highway divided by a high concrete center barrier. The plans also call for pairs of jughandles at Arthur Street, Racetrack Road and Rues Lane, and access ramps at Main Street.

In reviewing other work now under way along the busy highway, the spokesman noted that a $700,000 project in East Brunswick and Madison Townships was completed late in November.

Under this prior contract, a two-mile section between the New Jersey Turnpike and the Raritan River Railroad was widened, and 3,000 feet of concrete barrier substituted for steel beam guard rail between Old Bridge-New Brunswick Turnpike and Prospect Street. Also, the Raritan River Railroad bridge was widened, and a 900-foot section south from Sunset Avenue in Madison was improved.

(more)

Under another contract, to cost $1.1 million, interchanges are being constructed at Milltown Road and Cranbury-South River Road, and a half-mile of Route 18 is being modernized between Fountain Street and the Raritan River Railroad.

When the new project is completed Route 18 will be a modern four-lane divided highway from Albany Street in New Brunswick to Route 9 in Madison Township, a total distance of eleven miles.

One more project, in New Brunswick, will see safety facilities constructed between Albany Street and the municipal dock road, and the last unprotected center island openings sealed. Plans for this project are now being refined.

Returning to the new construction project, the spokesman explained the improvement work will dovetail with previously modernized sections at both ends, and provide 40-foot wide roadways for eastbound and westbound traffic. Each road will include two traffic lanes, 12 feet and 13 feet wide, and a 12-foot wide hard surfaced shoulder.

A concrete center barrier 32 inches high will separate the two roadways, and concrete curbs will flank the outer shoulders.

In addition to the jughandles at Arthur Street, Racetrack Road and Rues Lane, a pair of exit-entrance ramps will be constructed between westbound Route 18 and Main Street, and another pair of ramps between eastbound 18 and Old Bridge Turnpike near Pine Street.

(more)

1963
ROUTE 18 - BIDS
East Brunswick - Madison
Middlesex County

An allocation of $2 million was made in the Department's 1961-62 Construction Program to pay for the work, with the Federal and State Governments sharing the cost.

Other bidders on the project were: Kingston Bituminous Products Co., Kingston, $1,029,833.82; Manzo Contracting Co., Matawan, $1,068,399; L. Zimmerman & Sons, Inc., Hillside, $1,078,141.70; C. H. Winans Co., Roselle, $1,111,050.70; Michael J. Stavola, Inc., Red Bank, $1,112,857.40; Lizza & Son, Oyster Bay, New York, $1,193,300.00; Hess Brothers, Inc., Parlin, $1,216,928.10; J. F. Chapman & Son, Inc., Hillside, $1,218,666.00; Halecrest Co., Metuchen, $1,269,864.12; Franklin Contracting Co., Little Falls, $1,273,279.40.

All bids will be reviewed before a contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
Interstate Route 95 - ADV
HIGHWAY LIGHTING
Fort Lee, Bergen County

Trenton, Jan. 17 - The New Jersey State Highway Department today announced it will receive bids February 7 on a project for electrical installations on Interstate Route 95 in Fort Lee, Bergen County.

The project, located in the George Washington Bridge interchange complex, will consist of the installation of roadway lighting, under-deck lighting for bridges and underground electrical work needed for the illumination and operation of traffic control signs which are presently being erected in the area under separate contract.

Mercury vapor luminares on aluminum poles will be erected from the vicinity of Edgewood Road to a point east of Fletcher Avenue. Temporary roadway lighting units mounted on wooden poles, which are presently in service in the area, will be maintained during construction of the permanent lighting system.

Costs of the project, which will be completed by July 31, will be paid by the Federal Government and New Jersey. All bids will be reviewed before the contract is awarded.

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63-I-24

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

FOR RELEASE ON OR AFTER
WED. P.M. JAN. 16, 1963

1963
"Yield Sign"

Trenton, Jan. 16 - The "YIELD" sign, a fairly recent innovation now seen frequently at highway intersections, is already paying dividends in easing traffic flow, according to a spokesman for the New Jersey State Highway Department.

Law enforcement officials have found that the new sign has improved the flow of traffic without any apparent lowering of the safety factor afforded drivers, according to the Highway Department. It has been determined, however, that the purpose of the sign is not fully understood by some motorists.

According to the spokesman, "YIELD" signs are placed on streets, roads, and connecting ramps which intersect with major highways at locations where motorists have a clear view of approaching traffic. Normally, traffic volume on the major artery is of such volume that a stop is not always necessary prior to entering the highway.

Where the local road or connecting ramp is marked by a "YIELD" sign, motorists are required by law to slow to a reasonable speed from which they can come to a quick halt, if need be, and to yield the right-of-way to traffic on the major highway when good judgement indicates to them that to proceed further would be hazardous. The motorist approaching a "YIELD" sign must stop if necessary.

"YIELD" signs may be observed at various locations, as follows:

(more)

1963
"Yield Sign"

1. On minor roads at entrances to intersections where a stop is not always necessary at all times and where the safe speed of approach on the minor road to the intersection exceeds 10 m.p.h.

2. On the entrance ramp to an expressway where an acceleration lane is not provided.

3. Where there is a separate or channelized right-turn-lane without an acceleration lane.

4. At a point were a special problem exists which is best solved by the placement of a "YIELD" sign.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
Route 129 Freeway - ADV
Mercer County

Trenton, Jan. 16 - The New Jersey State Highway Department today announced it will receive bids February 7 for installation of highway lighting units on Route 129 Freeway, Ewing Township, Mercer County.

The project will consist of the installation of 29 aluminum overhead lighting units of the mercury vapor type on the New Jersey approach roadways and ramps to the Scudder's Falls Bridge.

Electrical connections will be made to the lighting installations on the Pennsylvania side of the bridge to afford simultaneous control of the bridge lighting on both sides.

Costs of the project, which will be completed by June 30, will be paid entirely by the State Highway Department. All bids will be reviewed before a contract is awarded.

129 Fwy., Sec. 1
63-N-51

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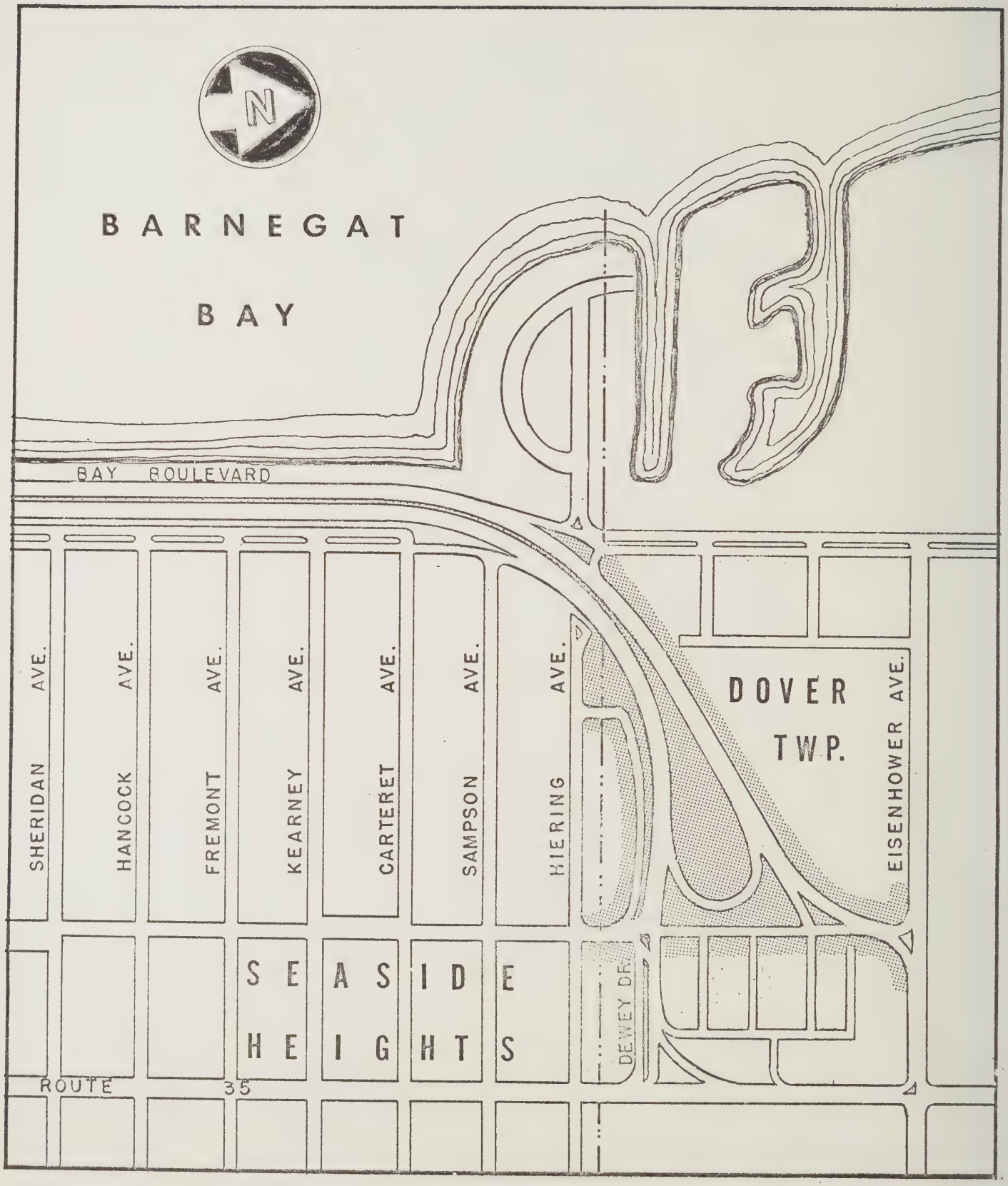
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BARNEGAT
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HIERING AVE.
DOVER
TWP.
EISENHOWER AVE.
SEASIDE
HEIGHTS
DEWEY DR.
ROUTE 35

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE P.M.'s of Thursday Jan. 17

1963
Route 35 - ADV
Dover Township
Monmouth County

Trenton, Jan. 17 - The New Jersey State Highway Department today announced it will receive bids February 7 for an intersection revision on Route 35 between Eisenhower Avenue and Dewey Drive in Dover Twp., Monmouth County.

The propcsed improvements will not only ease the movement and distribution of traffic travelling on the southbound roadway of Route 35 into Seaside Heights, but will also provide motorists travelling on the northbound roadway of Route 35 through Seaside Heights with easier access to local beaches and boatyards.

To ease the movement of traffic through the portion of Central Avenue within the project, the existing turnoff from the Route 35 southbound roadway which leads into Central Avenue through the Marlin Drive intersection will be given a smoother alignment and will also be widened. Motorists will still be able to enter Central Avenue, southbound and to turn left into Marlin Drive, eastbound from the revised turnoff.

At present, the portion of Central Avenue between Marlin Drive and Route 35 northbound is 30 feet wide from curb to curb and terminates at its southern limit in a cul-de-sac or deadend. Proposed changes include widening of this portion of Central Avenue to 48 feet and the opening of the cul-de-sac, permitting traffic to make connections to northbound Route 35 and Central Avenue, southbound.

(more)

1963
Route 35 - ADV
Dover Township
Monmouth County

At the intersection of the northbound Route 35 roadway and Dewey Drive with Central Avenue, an island revision will be made to permit access to southbound Central Avenue from the revised portion of Central Avenue between Marlin Drive and northbound Route 35. Traffic signals will be installed at this intersection.

Traffic entering Dewey Drive (East) from Central Avenue, northbound will be able to enter northbound Route 35 directly without having to travel the length of Dewey Drive (East) to the intersection with old Route 35.

The existing U-turn from Route 35, southbound to northbound, located about 800 feet south of Eisenhower Avenue will be eliminated. A new U-turn will be built in the same location permitting Route 35 northbound traffic to reach the southbound roadway thus providing easier access to local beaches and boat-yards.

At the intersection of Route 35, southbound roadway with Bay Boulevard in Sea-side Heights a connection will be built which permits traffic to enter north-bound Bay Boulevard from Route 35.

The revised roadways will consist of a subbase six inches thick, a bituminous stabilized base course six inches thick and a bituminous concrete surface three inches thick. White concrete vertical curb will be built throughout the project.

Cost of the project, which will take about 30 working days to complete, will be paid entirely by the State Highway Department.

35,2B
63-N-51

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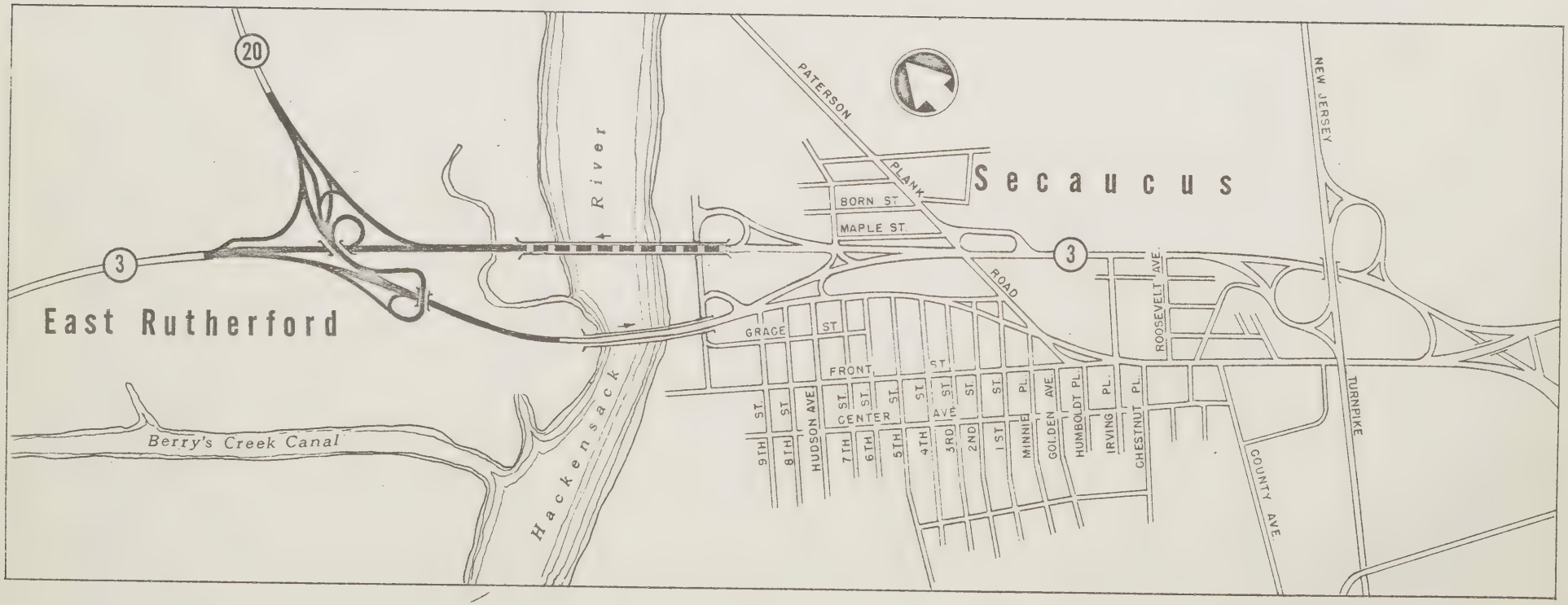
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3
East Rutherford
Berry's Creek Canal
Hackensack
River
PATERSON
PLANK
ROAD
Secaucus
BORN ST.
MAPLE ST.
3
GRACE
ST.
FRONT
CENTER
ST.
9TH
8TH
HUDSON AVE.
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6TH
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1ST
MINNIE
GOLDEN AVE.
HUMBOLDT PL.
IRVING
PL.
CHESTNUT PL.
ROOSEVELT AVE.
COUNTY AVE.
NEW JERSEY
TURNPIKE

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1962
ROUTE 3 - ADV.
Borough of East Rutherford
Bergen County

Trenton, Jan. 15 - The New Jersey State Highway Department today announced bids will be received February 7 for construction of a traffic interchange at the Route 3 - Route 20 intersection in the Borough of East Rutherford, Bergen County.

The work will consist of the construction of roadways, bridges and connecting ramps for Route 3 and Route 20 where the routes now converge on the west side of the Hackensack River.

The project will extend from locations on both Route 3 and Route 20 west of the present Route 3 underpass to the western abutments of both the existing and the new Hackensack River Bridges.

Plans call for completion of the new bridge and the roadways at the same time. The new river crossing will eventually carry only westbound traffic from Secaucus in Hudson County to East Rutherford, easing the present daily traffic load of some 75,000 vehicles per day crossing the existing bridge which is located about 900 feet farther south. Clearance under the new bridge for marine craft will be 50 feet.

New roadways to be built under this contract will carry Route 3 and Route 20 traffic westward and northward respectively from the new river crossing which is presently under construction. Route 3, which now carries two-way traffic, will be rebuilt to carry one-way traffic eastbound from

(more)

both Route 3 and Route 20 to the existing river crossing.

When dualization is completed, Route 3 traffic will have 3 lanes westbound from the new bridge and 2 lanes eastbound to the existing bridge. Route 20 traffic will have 2 lanes of traffic northbound from the new bridge and 2 lanes southbound to the existing bridge.

Demolition of the present Route 3 underpass will be followed by construction of two new bridges with ramps and connections: one to carry all Route 20 traffic over new westbound Route 3 and another to carry all Route 20 traffic over the rebuilt eastbound Route 3.

Other items include roadway excavation and removal of concrete center island on existing Rcute 3 as well as the construction of concrete barrier curb from the vicinity of the proposed bridge over westbound Route 3 to where eastbound Routes 3 and 20 traffic converge at the existing river crossing. Bituminous concrete pavement will be placed throughout the entire project and white concrete vertical curb will be built at several locations.

The new Hackensack River Bridge as well as the Route 3 connection to Grace Street on the east side of the river will be under construction while the Route 3 - Route 20 interchange is being built.

Minimum interference to motorists is assured by plans to direct traffic around the construction area quickly and conveniently.

(more)

1962
ROUTE 3 - ADV.
Borough of E. Rutherford
Bergen County

The cost of the 0.7 mile project will be shared equally by the State and Federal Government. All bids will be reviewed before the contract is awarded.

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NEW JERSEY

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey
TUxedo 2-3000

RELEASE FRIDAY JANUARY 11 WEEK OF JANUARY 12 - JANUARY 18

Trenton, Jan. 11 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of Jnnuary 12 - January 18, 1963.

Atlantic

Route U.S. 30 Absecon -- There will be a short detour adjacent to the Shore Road which will channel traffic around the bridge construction area. The condition is the same as that which prevailed last week and will continue until May, 1963.

Bergen

Route 4, Hackensack, Teaneck -- Two lanes of traffic will move in each direction at all times during widening and redecking of the Hackensack River Bridge. The condition is the same as that which prevailed last week and it will continue for 2 to 3 months.

Route 80, Lodi, Teterboro, Hackensack, South Hackensack -- The following delays and detour conditions prevailed last week and will continue through January, 1963:

(more)

1963
TRAFFIC CONDITIONS REPORT

Bergen cont'd

Summit Avenue is closed from Standish Avenue in Hackensack to Grandview Boulevard and the southbound Route 17 ramp in Hasbrouck Heights. A detour is set up from the intersection of Summit Avenue and Essex Street to Polifly Road thence to Terrace Avenue and then back to Grandview Boulevard.

Southbound traffic on Route 17 between Maywood Avenue and the Terrace Avenue ramp will encounter slight delays while drainage work continues.

Route 80, South Hackensack, Teterboro -- Washington, Jackson, and Williams Avenues will be closed to traffic while Interstate Route 80 is under construction between Polifly Road in Hackensack and the Hackensack River Bridge. The condition is the same as that which prevailed last week and it will continue until construction is completed.

Route 80, Teaneck, Ridgefield Park, Bogota -- The detour at Teaneck Road between Arthur Street and Jasper Avenue as well as the detour at Queen Anne Road between Arthur Street and Cypress Avenue will remain from 4 to 7 months. The condition is the same as that which prevailed last week.

(more)

1963
TRAFFIC CONDITIONS REPORT

Bergen Cont'd

North Avenue will be blocked off between Seventh Street and Second Street for an indefinite period. The condition is the same as that which prevailed last week.

Route 95, Fort Lee -- Edgewood Road is cut off until the bridge is built over Route 95. The condition is the same as that which prevailed last week and it will continue for an indefinite period until weather conditions improve.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations are completed.

Route 80, Lodi -- Minor delays to traffic during construction of Route 17 overpass. The condition will continue until bridge construction is completed.

Bergen-Passaic

Route 80, Paterson, East Paterson -- Barricades and markers are in place to guide two-way traffic around the construction area west of Lakeview Avenue. The condition is the same as that which prevailed last week and it will continue for 3 months.

(more)

1963
TRAFFIC CONDITIONS REPORT

Bergen-Passaic cont'd

Route 20 traffic is diverted to a portion of new relocated Route 20 east of the existing Route 20 which passes over new Route 80. The condition, which prevailed last week, will continue for about 2 months longer.

Burlington

Route 295, Mount Laurel Township -- Traffic will be guided around the construction area while the bridge carrying Route 73 over new Route 295 is being built. The condition is the same as that which prevailed last week and it will continue until May, 1963.

Middlesex

Route 18, East Brunswick -- During construction of bridges north of Milltown Road and north of Cranbury-South River Turnpike there will be delays to traffic. The condition will continue until bridges are completed.

Route 287, Metuchen, Edison Township -- Atlantic Avenue and Whitman Avenue have been closed to traffic for a period not to exceed 2 months. The condition is the same as that which prevailed last wekk.

Route 287, Metuchen, Edison Township -- Main Street and Route 1 traffic will be diverted around the construction area until new Route 287 bridge is completed. The condition, which prevailed last week, will continue for 4 to 5 months.

(more)

Monmouth

Route 35-34, Wall Township and Brielle -- Pipeline installation on Route 35, north of Brielle Circle. The condition will remain for one week.

Morris

Route 287, Parsippany-Troy Hills, Boonton -- Local traffic on Intervale Road, Parsippany-Troy Hills, will be detoured to relocated Boulevard "B" while the Intervale Road Bridge is under construction. The condition is the same as that which prevailed last week and it will continue until May, 1963.

Somerset

Route 287, Bridgewater Township -- Traffic will be detoured to temporary North Bridge Street via 3rd Avenue and Lenox Avenue during construction of North Bridge Street bridge. The condition will continue for about 7 months.

Traffic is detoured on Route 202-206, on Woodlawn Avenue and on Garretson Road while the Woodlawn Avenue-Garretson Road bridge is being built. The condition will continue for about 7 months.

Talamini Road, which runs from Routes 202-206 to Country Club Road, has been closed temporarily while Talamini Road bridge is being built. The condition will continue for about 7 months.

Route 287, Bridgewater, Bedminster -- Cedar Brook Road is closed to traffic during construction of Interstate Route 287. An overpass will be constructed for Cedar Brook Road and should be completed some time in the late spring

(more)

Somerset cont'd

of 1963. The condition will continue for about 6 months.

Route 287, Pluckemin and Bedminster -- Occasional interference to traffic when construction equipment crosses Burnt Mills Road.

Sussex

Route 206, Frankford Township -- Traffic will be detoured around the construction area while the bridge is being built over Paulins Kill River. The condition will continue during construction of bridge approaches and the work probably will not be completed until spring when weather conditions improve.

Union

Route 27, Linden, Elizabeth, Roselle -- Widening and improvement operations have been halted untl spring. Barricades are in place to protect pedestrian and vehicular traffic.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
South Orange Ave. - ADV
Essex County
Federal Aid Secondary

Trenton, Jan. 10 - The New Jersey State Highway Department today announced it will receive bids Jan. 31 for the improvement of a portion of South Orange Avenue in Essex County.

The 1.3 mile project, located between the Passaic River and a point about 1,000 feet east of Passaic Avenue in Essex County, consists of widening the existing 24 foot wide roadway to 50 feet, construction of intersection improvements and drainage installations.

Four lanes will be built to carry 2 lanes of traffic in each direction, eastbound and westbound.

In addition to resurfacing the existing pavement, new pavement will be built having a subbase 6 inches thick, a macadam bas course 5 inches thick and a two inch thick bituminous stabilized base course topped by a three inch thick bituminous concrete surface. Concrete curbs will border the roadways.

Concrete traffic islands will separate the roadways at the Passaic Avenue intersection where left turn lanes and traffic signals will be provided.

Costs of the project will be shared by the Federal Government and Essex County. All bids will be reviewed before a contract is awarded.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
Route 3 - ADV
Town of Secaucus
Hudson County

Trenton, Jan. 10 - The New Jersey State Highway Department today announced it will receive bids Jan. 30 for improvement of the Route 3 underpass at the New Jersey Turnpike, Town of Secaucus, Hudson County.

The work will consist of widening and lengthening of the Route 3 underpass in this location to provide needed width for the Turnpike and added width for the highway as well.

Constantly increasing volumes of traffic have made it necessary for the New Jersey Turnpike Authority to revise facilities in this area. Widening of the Turnpike and construction of toll booths at approach roads is now underway.

The work is part of a general improvement planned for the roadways between U.S. 1 and the Paterson Plank Road in the Lincoln Tunnel interchange complex.

Costs of the project which is expected to be completed by March of 1964 will be shared by the Federal Government, the New Jersey Turnpike Authority and New Jersey. All bids will be reviewed before an award is made.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963
East Landis Ave. - BIDS
Cumberland County
Federal Aid Secondary

Trenton, Jan. 10 - The New Jersey State Highway Department today announced it had received a low bid of $39,835.95 from A. H. Lupton, Jr., Inc., Bridgeton, on a project for the improvement of two culverts on East Landis Avenue, City of Vineland, Cumberland County.

The project is located in a section of East Landis Avenue between Brewster Road and Panther Avenue which was improved and resurfaced under a prior contract.

A 12 foot wide reinforced concrete box culvert, 5.5 feet high will be constructed over Cedar Branch Brook. It is also proposed to install a twin corrugated metal pipe arch, bituminous coated, 72 inches wide and 44 inches high over the branch of Panther Branch.

A Highway Department spokesman said the project is one of a series intended to modernize Landis Avenue from Route 77 near Bridgeton to Route 40 in Richlands, Atlantic County, a total distance of about 18 miles.

Others who submitted bids were: W. L. M. & Co., Inc., Haddonfield, $44,105.95; Rudolf Meckel and Son, Inc., Vinelnnd, $46,424.50; Philos Construction Co., Inc., New York City, $52,998; Gentile Bros., Bridgeton, $59,041.80; Ole Hansen and Sons, Inc., Pleasantville, $76,110.60.

Costs of the project are being shared by the Federal Government and Cumberland County, with the State Highway Department acting as agent for the County and

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for the Federal Government. A schedule of 50 working days has been set for completing the work. All bids will be reviewed before the contract is awarded.

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